Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

WEDNESDAY, 23 MAY 1979

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Mr. SPEAKER (Hon. J. E. H. Houghton, Redcliffe) read prayers and took the chair at 11 a.m.

PAPERS

The following papers were laid on the table—

Orders in Council under—

The Rural Training Schools Act of 1965 and the Local Bodies' Loans Guarantee Act 1923–1975.

Griffith University Act 1971–1977 and the Local Bodies' Loans Guarantee Act 1923–1975.

Report and Financial Statements of the Gladstone Area Water Board for 1977-78.

QUESTIONS UPON NOTICE

1. OIL EXPLORATION LEASES, GREAT BARRIER REEF AREA

Mr. Casey, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) How many leases or authorities to prospect for oil exploration or mining currently exist on or around the Great Barrier Reef?

(2) What is the title of each lease or authority, what is the area of each and what is the location?

(3) What company or companies hold each lease or authority, when was each last issued or renewed and by whom, and what is the date of expiry in each case?

(4) Were the last tenders for new leases in the reef area called by the Government in 1969 and the results never announced?

(5) How many leases were involved in that exercise, what was the title and location of each and what were the names of the applicant companies for each?

Answers:—

(1) There are currently six exploration permits for petroleum within the Great Barrier Reef region, and in this regard presumably the honourable member has not been able to comprehend the content of my ministerial statement of 22 May 1979.

(2) Q/4P, with an area of 397 blocks—that is, approximately 25,700 sq km—offshore Rockhampton area.

Q/5P, with an area of 400 blocks—that is, approximately 26,000 sq km—offshore Rockhampton—Mackay area.

Q/6P, with an area of 397 blocks—that is, approximately 25,700 sq km—offshore Mackay area.

Q/7P, with an area of 356 blocks—that is, approximately 23,000 sq km—offshore Townsville area.

Q/10P, with an area of 278 blocks—that is, approximately 18,000 sq km—offshore Torres Strait area.

Q/11P, with an area of 126 blocks—that is, approximately 8,000 sq km—offshore Torres Strait area.

(3) I must again refer the honourable member to my ministerial statement.

(4) No tenders for leases were called in 1969.

(5) This part of the question is therefore not relevant.

2. TOOWOOMBA VALUATIONS OBJECTIONS

Mr. Bourke, pursuant to notice, asked the Minister for Survey and Valuation—

(1) Subsequent to the recent revaluation of the city of Toowoomba, how many objections to valuations were lodged?

(2) How many of these objections have been reviewed and dealt with?

(3) In how many cases has the objection resulted in an alteration to the relevant valuation?

Answers:—

(1) 977. This is only 4.2 per cent of the total of 23,360 valuations issued.

(2) 772 to date.

(3) 209 have been reduced to date.

3. LOCKYER VALLEY WATER RESOURCES

Mr. Bourke, pursuant to notice, asked the Minister for Lands, Forestry and Water Resources—

(1) What is the progress of the comprehensive investigation of the water resources of the Lockyer Valley being undertaken by his department, as indicated in his answer to my question of 23 May 1978?

(2) When is it expected that the results of the investigation will be available?

Answers:—

(1) Three drilling rigs are at present working in the Lockyer Valley to identify geological strata at possible weir sites. An investigation has been undertaken into ground-water quality analyses of water samples taken over past years and this is being augmented by analyses of samples collected over recent months. A land and water-use survey is currently in progress in conjunction with the Department of Primary Industries. A detailed study has been undertaken of ground-water recharge in the valley and the behaviour of the Redbank Creek recharge weir is being monitored.

(2) The field work is to be completed by December 1979 and it is expected that a comprehensive report on the investigation will be completed by mid June 1980.

4. USE OF CHEMICALS IN FOODSTUFFS AND CONFECTIONERY

Mr. Bourke, pursuant to notice, asked the Minister for Health—

(1) What check is kept upon chemicals used in Queensland in the manufacture of foodstuffs and confectionery?

(2) As much confectionery and soft drinks on sale in Queensland appear to be artificially coloured, flavoured and preserved, is any research being done in Queensland into the interaction of the three chemicals in the human metabolism?

(3) What is the procedure in introducing new chemicals into this field?

(4) What requirements are made of manufacturers to list chemical additions on labels of food products?

(5) Other than consulting health journals, what action is his department taking to monitor the effects of the chemicals?

Answers:—

(1) My department undertakes constant sampling of foods containing additives to ensure that the presence of these additives is in conformity with the standards laid down.

(2) No specific research is being undertaken in this area by my department, but I am unable to comment without further inquiry regarding research being carried out by the University of Queensland or other agencies.

(3) The National Health and Medical Research Council lays down specific procedures for the use of food additives and my department is guided by the recommendations of that council in regard to the formulation of any new standards.

(4) Labelling of food products must include a statement of the presence of preservatives, artificial flavouring, colouring and artificial sweetener or antioxidants. Consideration is being given by the National Health and Medical Research Council to extending guide-lines to include all other kinds of food additives.

(5) My department operates in close consultation and association with the National Health and Medical Research Council, which, amongst its many other functions, serves at a national level to monitor foods and the effect of food additives.

5. WATER FACILITIES, CAMOOWEAL STOCKYARDS

Mr. Ahern for **Mr. Bertoni,** pursuant to notice, asked the Minister for Lands, Forestry and Water Resources—

Why are no water facilities available for stock at the Camooweal stockyards, and what appropriate action will be taken to rectify this problem?

Answer:—

No approach has been made to the Stock Routes and Rural Lands Protection Board, either by the local authority or any other body or organisation, for the provision of a watering facility at the Camooweal stockyards for the watering of travelling stock.

The present position for stock travelling through Camooweal on foot is that water is available in a hole in the Georgina River for most of the year and the Stock Routes and Rural Lands Protection Board maintains a tank and troughing filled from the Mt. Isa City Council's town bore for the provision of permanent water to travelling stock. It is assumed that the stockyards referred to by the honourable member are the set of yards used for the dipping of travelling stock to prevent the spread of ticks into tick-free areas of Queensland. This facility is the responsibility of my colleague the Honourable the Minister for Primary Industries and I suggest any question relative to the provision of water there should be directed to him.

6. MT. ISA HOSPITAL PHARMACISTS

Mr. Ahern for **Mr. Bertoni,** pursuant to notice, asked the Minister for Health—

(1) How many pharmacists are employed at the Mt. Isa Hospital?

(2) What are the working hours of these pharmacists?

(3) What is the name of each of the pharmacists employed at the Mt. Isa Hospital?

(4) Between what hours do out-patients have access to the dispensary?

Answers:—

(1) The approved staff establishment at the Mt. Isa Hospital provides for one full-time dispenser, but the board has advised that it actually employs one person on a part-time basis.

(2) Two hours per day on four days per week and eight hours on the fifth day, that is, a total of 16 hours per week.

(3) Mrs. Ann Gibson is the part-time dispenser. The board has further advised that Mr. John Price, a local pharmacist, is also available for emergencies.

(4) Out-patients have access to the pharmacy from 8.30 a.m. to 5 p.m. on Monday to Friday, a service being provided by the sister-in-charge of casualty, under medical supervision, during those hours when a pharmacist is not employed and outside of normal out-patient hours.

7. LOCAL GOVERNMENT JOB-CREATING SCHEMES

Mr. Prest, pursuant to notice, asked the Premier—

As other States have urged their local government to consider new job-creating schemes, has his Government taken similar action and, if so, what financial assistance will be given by the State or Federal Governments to local authorities for job-creating schemes that will increase job opportunities for some of the unemployed?

Answer:—

Contrary to the activities of the A.L.P., which derives its support from militant unions whose ambitions include the disruption of industry and promotion of unemployment, my Government is doing everything within its financial capacity to create job opportunities for the work-force.

I would remind the honourable member that my Government provides substantial assistance to local authorities by way of a generous subsidy scheme on capital works, and for the financial year 1978-79 the amount of $34,000,000 has been allocated.

8. MOTOR VEHICLE REGISTRATION FEES

Mr. Prest, pursuant to notice, asked the Minister for Local Government and Main Roads—

As the abolition of road maintenance tax will cause a loss of revenue in the 1979-80 financial year, can he assure motor vehicle owners that increases in motor vehicle registration fees will not be made in 1979-80 to help finance necessary road maintenance in Queensland?

Answer:—

The question of the abolition of road maintenance charges is one that strictly falls within the province of my colleague the Minister for Transport, whereas motor vehicle registration matters are my responsibility. However, all State Transport Ministers, through the Australian Transport Advisory Council, have arranged for an investigation and report on the impact of the abolition of these charges and on alternative ways of recouping the lost revenue. A decision on this report when it is received is one that can only be made by Cabinet.

The honourable member may be assured that motor vehicle owners will be treated equitably in any decision which is made.

It should be borne in mind that the level of motor vehicle registration fees must be regularly reviewed in the light of the escalation of costs that has occurred.

9. QUALITY OF FRUIT AND VEGETABLES IN RETAIL OUTLETS

Mr. McKechnie, pursuant to notice, asked the Minister for Labour Relations—

As even a small quantity of bad quality fruit and vegetables sold in retail outlets can have a devastating effect on the fruit and vegetable industry, will he arrange to have officers of his department consult with the Department of Primary Industries and the C.O.D. to see whether or not new procedures can be adopted to ensure that retail outlets sell only good quality fruit and vegetables, of a standard acceptable to responsible growers, as all fruit and vegetables sold in retail outlets are not bought at the Brisbane market and therefore they are not subject to inspection by Department of Primary Industries officers?

Answer:—

The matters raised in the question asked by the honourable member are not subject to the jurisdiction of my department and are more appropriately ones for consideration by my colleague the Honourable V. B. Sullivan, M.L.A., Minister for Primary Industries, and I suggest he redirect the question to him.

Mr. McKechnie: I do so accordingly.

10. ELECTRIC BUS

Mr. Ahern for **Mr. Elliott,** pursuant to notice, asked the Minister for Transport—

(1) Is he aware that the Daimler-Benz company has an experimental electric bus that operates on a bank of batteries carted in a small trailer towed behind the bus?

(2) If so, will he consider such advances for use in metropolitan areas of this State?

Answer:—

(1 & 2) I am aware of development of battery-powered buses by a number of companies including Daimler-Benz and the Metropolitan Transit Authority is keeping abreast of these developments.

I understand that the weight of batteries required by buses such as the Daimler-Benz vehicle is considerable, so that they have only a limited range. Currently they are being evaluated in demonstration projects overesas, and their use in the metropolitan areas of Queensland would depend on the outcome of such trials.

11. COMPTON ROAD UNDERPASS, WOODRIDGE

Mr. D'Arcy, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) As certain departments and two councils are involved with the Compton Road railbridge underpass, what stage have negotiations reached with these departments for the completion of a suitable underpass on Compton Road, Woodridge?

(2) What stage has the planning and designing of the road-works reached and have commencement and completion dates been set for the carrying out of such work?

Answer:—

(1 & 2) As the Co-ordinator-General is now the authority responsible for liaison between all parties in this matter, I would suggest that the honourable member's question be directed to the Honourable the Premier.

Mr. D'Arcy: I do so accordingly.

12. PACIFIC HIGHWAY OVERPASS, SPRINGWOOD

Mr. D'Arcy, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) When is it expected that work on the overpass on the Pacific Highway from Springwood to Slacks Creek will be completed?

(2) What will be the total cost of this work, and what service roads will be channelled into the overpass?

Answers:—

(1) It is expected that the Park Road overbridge will be open to traffic by the end of August 1979.

(2) The cost of the bridge itself is expected to be $263,000, and the associated road-works including the Vanessa Boulevard intersection $970,000.

With the opening of the overbridge, movement across the Pacific Highway at Dennis Rd. and Brennan St. will be eliminated. Access to and from the southbound carriageway of the highway will be available at Dennis Rd.

13. REPORTING OF CHILD ABUSE

Mr. D'Arcy, pursuant to notice, asked the Minister for Health—

(1) Since the introduction of legislation in 1978 to make mandatory the reporting of child molestation cases by medical practitioners, how many cases of child abuse have been reported to the Director-General of Health by medical practitioners?

(2) How many other cases of child abuse have been investigated by the department?

(3) What action has been taken on cases reported?

Answer:—

(1 to 3) The detailed procedures involved in recent legislative changes regarding notification of maltreatment of children are being finalised by my department's Co-ordinating Committee on Child Abuse, and the Act will be proclaimed in the near future on completion of the necessary procedures.

Meanwhile the following cases of suspected child abuse have been managed in Brisbane at the metropolitan children's hospitals:

Mater Hospital—
July 1977 to May 1979 .. 190
Royal Children's Hospital—
July 1977 to June 1978 .. 128

I understand that other cases of suspected child abuse have been reported to the Department of Children's Services.

14. SURCHARGE ON FUEL SOLD IN DRUMS

Mr. Turner, pursuant to notice, asked the Premier—

(1) Is he aware of the very recent iniquitous sectional surcharge imposed by oil companies of $4 per 44-gallon drum of fuel, supposedly for cleansing and refilling each drum?

(2) As this constitutes an increase in the cost of fuel of approximately 10c per gallon to all users of 44-gallon drums, including practically all primary producers and pastoral workers associated with primary production, will he advise the House if this abhorrent and sectional surcharge or tax was imposed following a decision handed down by the Prices Justification Tribunal, and is there any way that this Government can induce the Prices Justification Tribunal to reverse its decision and thus get the oil companies to abolish this surcharge?

Answer:—

(1 & 2) The Prices Justification Tribunal recently approved that oil companies could charge an additional 2c per litre of product supplied in 200-litre (44-gallon) drums to offset the additional costs involved in the handling and reconditioning of drums above those associated with deliveries in bulk. This is in addition to the $15 deposit charged on each new drum.

I am informed that less than 10 per cent of all fuel purchased by rural industries in Queensland is supplied in drums. However, I will arrange for the matter to be examined to ascertain what action, if any, the Government may be able to take in the interests of those affected by the P.J.T. decision.

15. INTERSTATE MOVEMENT OF BEES; EUROPEAN BROOD DISEASE

Mr. Turner, pursuant to notice, asked the Minister for Primary Industries—

(1) Is he aware that bees have been brought into Queensland from Nowra in New South Wales, where there have been serious problems with European Brood Disease?

(2) As there is a ban on the removal of bees from New South Wales to Queensland, was any law deliberately broken when the bees were brought into Queensland?

(3) Could an outbreak of European Brood Disease in these bees during the next 12 months seriously affect the beekeeping industry in South-west Queensland?

(4) What action will be and is being taken to prevent these bees from contaminating Queensland bees with European Brood Disease?

(5) Has consideration been given to sending these bees back to New South Wales?

Answers:—

(1) I am aware of the incident in question.

(2) No law was broken. Registered Queensland beekeepers were allowed until April 30 to return their hives to this State, provided they had not been inside the quarantine area laid down in New South Wales. Nowra was not inside this quarantine area.

(3) Any outbreak of European Brood Disease in Queensland would be a potential hazard to our honey industry.

(4) A quarantine has been imposed on the apiary in question to prevent unauthorised movement of the hives and to ensure adequate isolation from other apiaries. Extensive sampling of the hives and pathological examinations have been carried out. The causal bacteria of European Brood Disease were not isolated from these samples. However, sampling will be repeated at regular intervals for the next 12 months.

(5) It is considered that the quarantine measures laid down will provide adequate safeguards for the time being.

16. KANGAROO-TAGGING SYSTEM

Mr. Turner, pursuant to notice, asked the Minister for Culture, National Parks and Recreation——

What progress was he able to make at the recent Council of Nature Conservation Ministers meeting in relation to having the kangaroo-tagging system removed?

Answer:—

In answer to the honourable member's question, I must say the Commonwealth Minister, Senator the Honourable J. J. Webster, was not unsympathetic to my suggestion that the tagging system should be reviewed and, if found to be of no value to both the industry and conservation, abolished. In that case, Queensland would revert to the pre-1973 situation of simply licensing shooters and dealers.

The Council of Nature Conservation Ministers established a working group of officers from Queensland, New South Wales, South Australia and Western Australia, with Queensland as the convening State, to report by 1 September 1979 on the following terms of reference:—

To

(a) prepare a five-year summary of the commercial take of kangaroos by species;

(b) describe the mechanism for allocating and distributing carcass tags to the kangaroo industry;

(c) report upon the costs involved in the use of tags in the kangaroo management programme, including staffing and costs of administration;

(d) report upon the importance of tags as—

(i) a mechanism for control and inspection in the kangaroo management programme;

(ii) a factor in ensuring the conservation of kangaroos.

(e) present recommendations to the Standing Committee of Council as to whether the tagging system for controlling the take of kangaroos in the Australian States should be preserved, amended or disbanded.

Incidentally, to give the Parliament some indication of the magnitude of the task of providing tags for shooters, the National Parks and Wildlife Service has dispatched over 500,000 tags this year.

17. CASES HEARD BY INDUSTRIAL COMMISSIONERS

Mr. Glasson, pursuant to notice, asked the Minister for Labour Relations—

To confirm or allay the doubts that are held by many members of the community as to the unbiased operation of the Industrial Court, will he provide a listing of the individual cases heard by each of the five commissioners over the last 12 months?

Answer:—

I assume the honourable member's reference to the Industrial Court is intended to be a reference to the Industrial Conciliation and Arbitration Commission. This commission is an impartial tribunal that is not subject to political interference or control and has an excellent record in the settlement of industrial disputes.

Any suggestion that individual commissioners are able to decide what cases they would hear is incorrect. A strict rotational order, approved by His Honour the President of the Industrial Court, is adhered to in the allocation of hearings both by individual commissioners and by the Full Bench. In the case of industrial disputes notified to the commission, each commissioner shares the work-load in the taking of dispute conferences, depending upon the availability of commissioners at the particular time.

Each of the five commissioners of the Industrial Conciliation and Arbitration Commission has been involved in a considerable number of cases over the last 12 months and time has not permitted the listing of individual cases as requested by the honourable member.

18. EXPANSION OF FLYING SURGEON SERVICE

Mr. Glasson, pursuant to notice, asked the Deputy Premier and Treasurer—

As both he and the Minister for Health fully accept and recognise the extreme pressure under which the Flying Surgeon at Longreach, Dr. Paul, is presently working, will he advise if funding will be available in the coming Budget for the introduction of a second surgeon service in western Queensland?

Answer:—

I am, as the honourable member has indicated, aware of the demands on the Flying Surgeon under the present arrangements and I assure him that I would look sympathetically at any reasonable proposal to improve and expand the level of service in this and any other essential service, be it in the health area or elsewhere.

The extent to which this can be done, if at all, must of course be dependent on budgetary considerations both overall and within the context of Health Department priorities.

19. RAILWAY DEPARTMENT CATTLE TRANSPORT CONCESSIONS

Mr. Davis, pursuant to notice, asked the Minister for Transport—

(1) In view of the high prices being received for cattle throughout Queensland for a number of months, has the Railway Department ceased to grant concessions for the transport of cattle?

(2) If so, on what date did the concessions cease?

(3) If not, why are the concessions still being granted?

Answers:—

(1 & 2) No concession has been granted by the Railway Department. The Treasury rebate, to which the honourable member undoubtedly is referring, was reduced from 45 per cent to 22½ per cent from 1 May 1979.

(3) The Treasury rebate is being retained at the reduced level to retain the traffic to rail transport.

20. FUTURE USE OF MUSEUM PREMISES

Mr. Davis, pursuant to notice, asked the Premier—

As plans have been made for the museum to be transferred to the new Cultural Centre at South Brisbane, what plans are envisaged for the old site, taking into account the historical background of that building?

Answer:—

The Government will determine the future of the present museum building having regard to its structural condition and a feasibility study as to suitable use when it has been vacated.

21. MEAT PIE CHECKS

Mr. Davis, pursuant to notice, asked the Minister for Health—

(1) Are there any regulations concerning meat content in meat pies and, if so, what are these regulations?

(2) Are regular checks conducted to ensure that the proper ingredients are put into these products?

Answers:—

(1) Yes, the Food and Drug Regulations 1977 prescribe the meat content of meat pies offered for sale in Queensland.

Regulation 26 (11) prescribes that meat pie shall contain not less than 250 grams of meat per kilogram. The meat shall contain not more than 333 grams of fat per kilogram.

(2) Yes. Officers of the Division of Public Health Supervision undertake regular sampling of meat pies, which are submitted for analysis to determine the meat content to ensure that this is in conformity with the standard laid down in the Food and Drug Regulations 1977.

Complaints from members of the public concerning foreign objects or other deleterious substances found in pies are also investigated. Follow-up action is taken with manufacturers to prevent these occurrences and, where the assistance of the public is forthcoming and evidence is sufficient, legal proceedings are instituted.

22. BITUMEN-SEALING OF GREGORY HIGHWAY SECTION

Mr. Ahern for **Mr. Lester,** pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Will urgent action be taken to bitumen-seal those sections of road on the Gregory Highway north and south of the wide bitumen section of road near Lucknow?

(2) When will work commence on this road?

(3) Is he aware that some sections of this road are not wide enough for a passenger motor coach to have both sets of wheels on the bitumen?

Answer:—

(1 to 3) A scheme for reconstruction of the sections of the Gregory Highway concerned is in course of preparation. It will be included in the 1979-80 permanent works programme.

Recent measurements made of the bitumen seal would indicate that the width is nowhere less than that of a passenger motor coach. However, the point made by the honourable member is appreciated.

23. AIRCRAFT FUEL PRICE INCREASES

Mr. Ahern for **Mr. Lester,** pursuant to notice, asked the Premier—

(1) What action can be taken through the State Government to have the Federal Government review its attitude to intolerable increases in aircraft fuel, which make life in bush areas more intolerable?

(2) Is he aware that the increases will force Bush Pilots Airways to increase fares by up to 14 per cent because operating costs will increase by nearly $400,000 annually?

(3) Is he aware that the major airlines have had only marginal fuel cost increases?

Answer:—

(1 to 3) I share the honourable member's concern in this matter. As a result, I have recently made representations to the Right Honourable the Prime Minister asking that he arrange for the whole question of Avgas pricing to be re-examined with a view to determining a more realistic price for this essential product.

24. FLYING SURGEON AND NEW SPECIALIST-BASED SERVICES, CENTRAL HIGHLANDS

Mr. Ahern for **Mr. Lester,** pursuant to notice, asked the Minister for Health—

(1) What action is being taken to provide Flying Surgeon services to Blackwater and Moranbah?

(2) What new specialist-based services are expected for the fast-expanding Central Highlands?

(3) Will Emerald be selected as the additional base for flying surgeons?

Answer:—

(1 to 3) The whole question of the range and extent of the services provided by the Flying Surgeon Service is under active review by officers of my department.

25 & 26. MORETON ISLAND; MINING LEASES AND INQUIRY RECOMMENDATIONS

Mr. Warburton, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) Have mining leases ML 1131 and ML 1132 on Moreton Island been granted labour exemptions for six months from 26 April, despite the fact that the leases were due to expire in February and have not been listed by the Mines Department as being renewed?

(2) Does this indicate that the leases have been renewed and, if not, why have labour exemptions been granted?

(3) As mining leases ML 1131 and ML 1132 lie outside the area recommended for sand-mining by the Cook inquiry, if renewals have been granted for ML 1131 and ML 1132, is the public to take this action as indicating that the recommendations of the Cook inquiry are not going to be followed by the Queensland Government?

(4) When is the interdepartmental committee on Moreton Island going to present its findings, and will they be made public?

Answers:—

(1) Yes.

(2) No. The lessees are required to fulfil the requirements of the Mining Act pending determination of the applications for renewal.

(3) This question, accordingly, is not relevant.

(4) The findings of the interdepartmental committee will be presented at some future date; the question of their publication is a matter for determination by Cabinet in due course.

Mr. Warburton, pursuant to notice, asked the Minister for Mines, Energy and Police—

As the Mines Department records during 1978 showed that labour exemptions on a number of major sand-mining company leases on Moreton Island were not current, what is the present status of all mining leases and mining lease applications on Moreton Island?

Answer:—

All mining leases and mining lease applications on Moreton Island have a satisfactory status in terms of the requirements of the Mining Act. In any case where an exemption from labour conditions is not current, any person desiring to work the lease in question—and presumably this is the basis of the honourable member's question—could apply for forfeiture.

27. PENALTIES FOR CATTLE STEALING

Mr. Hartwig, pursuant to notice, asked the Minister for Justice and Attorney-General—

I draw his attention to the apparent irregularities and inconsistencies in penalties imposed on individuals for different criminal acts handed out by our Magistrates Courts and a recent editorial in "The Courier-Mail", which highlighted the fact that a man who stole cattle and was convicted for the second offence had a meagre fine imposed while a woman who stole a quantity of clothing was sent to gaol for four months. As cattle are bringing record prices, will he consider having gaol sentences imposed on cattle thieves, as a severe deterrent to stealing of valuable livestock?

Answer:—

I have no personal knowledge of the two cases of stealing referred to in the honourable member's question.

The provisions of the Criminal Code are adequate to cover cases of cattle stealing. Imprisonment can be imposed by a court, including a Magistrates Court, when the matter is dealt with summarily.

Punishment imposed by a court is a matter for the court hearing the case, taking into consideration all the circumstances surrounding the commission of the offence, the value of the property stolen, and the previous criminal history of the accused person.

Legislation requiring imprisonment for stealing cattle would deprive a court of any power to exercise a discretion in appropriate circumstances and could lead to greater inequities than those to which the honourable member has referred.

28. RAILWAY STATION, LAND AND TRUCKING YARDS, BILOELA

Mr. Hartwig, pursuant to notice, asked the Minister for Transport—

(1) When will work commence on the new Biloela Railway Station?

(2) When will occupiers of railway land in Biloela be given the opportunity to purchase?

(3) What plans are under consideration by his department for improvements to Biloela trucking yards?

Answers:—

(1) As announced on the occasion of my visit to Biloela with the honourable member, approval has been given for the provision of a new railway station at that place and the necessary design work is being put in hand with a view to having the construction commenced immediately finance can be made available for the purpose.

The practicability of allocating funds during the 1979-80 financial year will be closely examined, and I am hopeful that the work will be carried out in that year.

(2) Letters conveying offers of purchase will be dispatched to the lessees concerned today.

(3) Although responsibility for the maintenance of the saleyards at Biloela utilised under an agreement for the railing of livestock does not attach to the Railway Department, arrangements are now being made by the department in accordance with my undertaking to supply the necessary lengths of rail and erect 30 feet of fencing to replace a barbed-wire and wooden fence between the road load-out and the railrace.

29. EFFECT OF ADVERSE PUBLICITY ON RAIL CONSIGNMENTS OF CATTLE

Mr. Neal, pursuant to notice, asked the Minister for Transport—

(1) In view of widespread adverse publicity concerning the rail cartage of cattle, what action is being taken to overcome this problem?

(2) Has this publicity resulted in a decline in cattle numbers consigned by rail?

(3) If so, will this mean that some railway lines will close and/or have services curtailed, thereby causing serious loss of employment and an increase in costs to such areas?

Answers:—

(1) The appeal which I have made to primary producers to have maximum recourse to the use of train drovers has been reiterated by the Railway Department in correspondence to relevant sections of the industry. In addition, the Railway Department is liaising closely and will co-operate fully with the Queensland Meat Industry Organisation and Marketing Authority in the study of rail transport of cattle, which it has embarked upon.

(2) Unfortunately the publicity referred to by the honourable member has not always conveyed an impression completely coinciding with the reality of the situation. On his specific query, I would say that there is evidence that stock from central-western sales, which in accordance with the pattern of previous seasons could have been expected to be railed direct to Goondiwindi and the border, have been dispatched by road transport because of the department's insistence that the stock spell at Helidon.

(3) The possible development of a significant trend in the diversion of livestock transport from rail to road is being closely watched as it would most certainly be a matter of grave concern if a situation developed where the continued operation of rail livestock services, particularly in western areas of the State, were threatened. In such an eventuality, the justification for maintaining any form of rail services in these areas could be thrown open to question and the jobs of many railway men placed in jeopardy.

30. HEALTH RISK TO Q.I.T. STAFF BY FUMIGATION OF BUILDINGS

Mr. Shaw, pursuant to notice, asked the Minister for Education—

(1) How many persons employed by the Queensland Institute of Technology have applied for leave without pay during the period when buildings in the area are being fumigated with dangerous chemicals?

(2) Are people being compelled to risk their future health by remaining in the vicinity, as the only alternative is to resign from their employment or course of study?

(3) If these workers and students are being refused the opportunity to avoid any possible risk to their health at their own expense, will the authorities insisting on their attendance accept full responsibility for any ill effects resulting from their exposure?

(4) Will the Government give urgent and sympathetic consideration to the position of expectant mothers who are being required to risk exposure at a critical stage of the development of their child?

Answers:—

(1) One person only.

(2) No.

(3) The Queensland Institute of Technology authorities accept the assurances of the Departments of Forestry and of Health in this matter. All buildings being fumigated are being closed to public access until the safety officer and the project supervisor appointed by the Government

certify that occupancy is completely safe. The question of actual exposure does not arise.

(4) See answer to (3).

31. SELECTION COMMITTEES FOR TEACHER APPOINTMENTS

Mr. Shaw, pursuant to notice, asked the Minister for Education—

(1) By what methods and in accordance with what guide-lines will the new selection committees for teacher employment decide on the moral standing of applicants for teaching positions?

(2) Has he seen a statement in "The Courier-Mail" that the Queensland University may refuse to supply some information to these committees?

(3) How would such a decision by the university affect the operation of the selection committees?

(4) What information will the universities and colleges of advanced education be required to supply?

Answers:—

(1) Selections teams will seek character references from reputable citizens.

(2) I have seen the statement in "The Courier-Mail".

(3) A selection committee will not be seeking the type of confidential information referred to in the article. A refusal by the University of Queenland to supply it would have no effect whatsoever on the operation of the committees.

(4) The universities and colleges of advanced education will not be required to supply any information. Applicants for employment will be required to provide copies of course results and practice teaching reports.

Where the information can be more conveniently provided by institutions in bulk with student approval, they will be asked to do so.

32. PLAYING OF COMPANY GAME IN SCHOOLS

Mr. Shaw, pursuant to notice, asked the Minister for Education—

(1) Who suggested and organised the playing of the company game in Queensland schools?

(2) Who provides resource material for the game and how is it funded?

(3) Has all the material used in the game been inspected and approved by (a) himself, (b) Cabinet and (c) any of his officers, or any authorised committee?

(4) How many hours would a participating student spend playing the game during a semester?

(5) What subject or subjects would include the playing of the company game and is the student's relative success at the game considered when assessing the student's semester grading?

Answers:—

(1) If the company game referred to is one based on the working of the Stock Exchange, the suggestion for its introduction to some Queensland schools came from the president of the Economics Teachers' Association and an officer of the Brisbane Stock Exchange.

(2) The game was sponsored by the Brisbane Stock Exchange and "The Courier-Mail". The Stock Exchange provided booklets on how to play the game; "The Courier-Mail" published information such as a list of companies on which the simulated trading was based.

A school nominated a team or teams of four, each of which was allotted nominal script to the value of $40,000 for use over a prescribed period of time. The nominal transactions of each team were processed on computer in Western Australia.

(3) The booklet on how to play and the general conditions for the conduct of the game were examined by the three senior officers of the Department of Education.

(4) Participants in the game were volunteers. Their participation was a lunch-hour activity. It is estimated that on average approximately 15 hours would have been devoted at lunch-times to the playing of the game over one semester.

(5) The subject to which the playing of the company game is most closely related is economics. The game is an enrichment programme for students of that subject. A student's relative success at the game would not have been considered in the assessment of his achievement in economics.

33. SAFETY OF "EIGHT MILE TURN-OFF" ROAD JUNCTION

Mr. Booth, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Is he aware that some concern has been expressed as to the safety of the road junction known as the "Eight Mile Turn-off" at the junction of the main Warwick-Toowoomba and Warwick-Brisbane highway?

(2) Will he have the matter investigated and reported on by a responsible officer in an endeavour to increase the safety factor?

Answer:—

(1 & 2) Officers of the Main Roads Department have been aware of the need for improvements at this intersection from a safety viewpoint and have been preparing the design for a new layout in conjunction with improvements to the highway.

Following two recent accidents, discussions were held on site with police officers on 15 May last. At these discussions, the proposed new layout was shown to the police officers. It is understood they endorse the proposals.

As the proposed reconstruction is not programmed in the forthcoming financial year, arrangements have been made for improvement measures in the interim, which include better delineation and improved signing.

34. National Trachoma and Eye Health Programme

Mr. Simpson, pursuant to notice, asked the Minister for Aboriginal and Island Affairs—

(1) Has the National Trachoma and Eye Health Programme been successful?

(2) Has the programme been suspended at any time and, if so, for how long?

(3) Has the programme been completed and, if not, when is it expected that the programme will be completed?

Answer:—

(1 to 3) The National Trachoma and Eye Health Programme is sponsored on an Australia-wide basis by the Commonwealth Government and, consequently, matters involving its success, suspension and completion are the resonsibility of the appropriate Commonwealth department.

I can say, however, that one part of the operation was suspended for only a short time in a northern section of Queensland when some of the part-time operatives used the campaign for party-political purposes. However, the professional segment continued to effectively function in other areas of the State.

Officers of the programme did spend some time in Queensland, following which the programme director, Professor F. Hollows, expressed publicly and by letter his appreciation for the co-operation received from this Government. Figures released to date disclose the rarity of the disease in this State in comparison with other areas of the Commonwealth.

Long before the inception of this national programme, which may certainly have been of significant benefit elsewhere, State health authorities in Queensland had extended such services into the most remote areas of the State, and the National Trachoma and Eye Health Programme has supplemented the long-established State programmes.

The State Government Optometrist has visited at regular intervals every northern community and Torres Strait island, so that in addition to the recognition of eye disease, it has always been possible for spectacles to be provided for any person in need of them. For decades, my department has conducted child welfare clinics in which qualified sisters, backed by readily available medical assistance, have always regarded eye health as a vital need. In cases requiring further or specialist attention it has always been possible to secure the admission of patients to hospitals. Where necessary, patients have been referred to eye specialists at major base hospitals.

This process did not start with the programme to which the honourable member refers, but antedates it by almost half a century. It is, however, heartening to know that the result of all of this effort is becoming increasingly apparent as a result of recent surveys, which show that in eye care as well as all other Aboriginal and Islander health areas Queensland shows markedly better results than anywhere else in Australia.

35. Capacity and Temperature of Irrigation Dams

Mr. Simpson, pursuant to notice, asked the Minister for Lands, Forestry and Water Resources—

(1) What is the capacity of irrigation dams in Queensland?

(2) What is the temperature range at each of these dams?

Answers:—

(1) Of the 15 major dams administered by the Queensland Water Resources Commission, 14 with a capacity of 3 374 700 megalitres are used for irrigation. In addition, 52 weirs with a capacity of 130 900 megalitres are also used for this purpose. A further two dams and two weirs currently under construction will increase the above by some 194 300 megalitres to a grand total of 3 799 900 megalitres.

(2) Continuous water temperatures of all storages at varying depths are not taken as a routine activity. However, from investigations undertaken to date, the temperatures generally vary between a maximum of 30 degrees C at the surface in summer and a minimum of 12 degrees C at the bottom in winter.

36. Hydroelectricity; Power Generation Energy Sources

Mr. Simpson, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) What quantity of power is generated in Queensland by hydroelectric sources, and what percentage is this of the total generated?

(2) How does this percentage compare with hydropower in other States of Australia?

(3) What other energy sources are used by power authorities in Queensland and, if liquid power is being used, in the light of the shortage of liquid fuel supply in Australia is conversion of these power-stations to a more adequate form of power envisaged?

Answers:—

(1) 598 000 000 kW hours were generated by hydro power-stations in Queensland during the 1977-78 year. This is approximately 6 per cent of the total electricity generation for the State.

(2) Hydroelectricity generation in all States of Australia represented approximately 20 per cent of the total generation in 1977-78. It must be kept in mind, however, that 99 per cent of Tasmania's electricity is produced by hydro generation.

(3) Energy sources in Queensland other than hydro are coal, oil and gas. The power-stations burning oil are either peak-load stations or remote western stations, and it is not practicable to convert these to another form of fuel.

37. PRISON ESCAPEE POTTINGER; METHADONE TREATMENT IN PRISONS

Mr. Fouras, pursuant to notice, asked the Minister for Welfare—

(1) Was Wacol Prison escapee Leonard John Pottinger found guilty of a violent crime, namely, unlawful killing?

(2) Was Leonard John Pottinger described in police reports following his escape as "potentially dangerous"?

(3) If so, why was Leonard John Pottinger not placed in a maximum-security prison?

(4) Was Leonard John Pottinger a known heroin addict, and was he charged whilst at Wacol Prison with being in possession of drugs allegedly smuggled in to him?

(5) Is there a departmental ban on methadone treatment for heroin addicts in Queensland prisons?

(6) If not, how many addicts are presently on methadone maintenance in Queensland prisons?

Answers:—

(1) Leonard John Pottinger was found guilty on a charge of unlawful killing.

(2) Yes.

(3) There was nothing to indicate in Pottinger's previous criminal history or from his prison record that he had ever resorted to violence prior to his present sentence. He was detained at Wacol medium security prison during a previous sentence and was released therefrom on completion of his sentence. The Acting Comptroller-General of Prisons has advised me that Pottinger had been in Wacol since November 1976, when it was determined that he would work inside the prison compound only.

(4) No.

(5) No. The treatment prescribed to a patient is the prerogative of the medical officer in attendance, and the department does not influence medical officers in regard to any treatment.

(6) Nil.

38. PRISON OPERATING THEATRE; PRISONERS AWAITING SURGERY

Mr. Fouras, pursuant to notice, asked the Minister for Welfare—

(1) When does he expect that the operating theatre in the hospital within the Brisbane Prison complex will be put into use?

(2) What was the cost of building and equipping this operating theatre?

(3) Why has this operating theatre, which was equipped during 1974-75, not yet been used for operations?

(4) How many prisoners are presently listed for surgery that has been postponed until the prison operating theatre is in use?

(5) How many prisoners are awaiting surgery at public hospitals outside the prison?

Answers:—

(1) The operating theatre in the hospital within the Brisbane Prison complex is in use for minor surgery.

(2) The cost of the building and equipping of the operating theatre is not readily available, as this cost was not estimated as a separate entity but as portion of the hospital and other sections of the complex as a complete unit.

(3) See answer to (1).

(4) Nil.

(5) Nil.

39. EFFECT OF TARIFF CUTS ON TOBACCO INDUSTRY

Mr. Fouras, pursuant to notice, asked the Minister for Primary Industries—

(1) Is he aware that documents have been leaked in Canberra that make it clear that the Fraser Government is

prepared to trade the Australian tobacco industry as a sacrifice in bilateral trade negotiations with the United States of America?

(2) Are massive increases in imported cigarettes and manufactured tobacco undermining the tobacco industry, and will the projected tariff cuts seriously disadvantage Australian producers?

(3) Will he seek urgent talks with Mr. Anthony, the Minister for Trade, to ensure that the tobacco industry is not sacrificed in the final outcome of the trade negotiations?

Answers:—

(1) On a number of occasions now both the Minister for Primary Industry (Mr. Sinclair) and the Minister for Trade and Resources and Deputy Prime Minister (Mr. Anthony) have publicly stated that it is not the intention of the Government to trade the Australian tobacco industry off in recent bilateral trade negotiations with the United States of America.

(2) The most recent data on the quantity of imported cigarettes and manufactured tobacco products shows that it in fact declined from 2 330 000 kg in 1976-77 to 2 130 000 kg in 1977-78. However, the question of the future movements in these imported tobacco products is one that is being discussed closely at the Australian Tobacco Board with a view to limiting their impact on the domestic industry.

(3) I have recently written to Mr. Anthony raising the concern of the tobacco-growing industry on the outcome of these negotiations and I have sought clarification of the specific details of the discussions. In addition, the Premier also has recently raised the same issue with Mr. Anthony and Mr. Fraser.

40. EMPLOYER NOMINATION OF IMMIGRANT MEDICAL PRACTITIONERS

Dr. Scott-Young, pursuant to notice, asked the Minister for Health—

(1) Is Queensland still the only State in Australia to which an immigrant medical practitioner may migrate without first having a written offer of employment or, as the Australian Department of Immigration states, does not possess employer nomination?

(2) If this condition still exists, when does the Queensland Health Department intend to bring this administration into line with the rest of Australia?

Answer:—

(1 & 2) The conditions governing the entry of immigrants to Australia come within the jurisdiction of the Commonwealth Government.

41. NAMING OF TRINITY BEACH PRIMARY SCHOOL

Mr. Tenni, pursuant to notice, asked the Minister for Education—

When is the Queensland Place Names Board going to officially name the Trinity Beach Primary School, as the long delay is causing embarrassment when ordering stationery?

Answer:—

In a letter dated 14 May 1979, the Queensland Place Names Board advised my department that it has no objection to the adoption of the name "Trinity Beach" for the school. The Regional Director of Education is being advised to this effect.

42. GOVERNMENT DONATION TO MEMORIAL FUND

Mr. Jones for **Mr. R. J. Gibbs,** pursuant to notice, asked the Deputy Premier and Treasurer—

(1) With reference to the Premier's announcement that the Queensland Government will donate $150,000 to the Sir Robert Menzies Memorial Fund, could not this money have been better spent in Queensland?

(2) In the light of his criticism of the Federal Government's proposal to increase personal taxation, is this another example of wasteful Government extravagance on a most unworthy cause?

Dr. EDWARDS: When the honourable member asks a question such as this, it is no wonder that he is not in the House to hear the answer.

Mr. JONES: I rise to a point of order. He is at the dentist's. He has some problems with his jaw.

Mr. SPEAKER: Order!

Answer:—

(1 & 2) I am dismayed, but hardly surprised, that a member of the Australian Labor Party in this House should ask such a question. If this is what the A.L.P. thinks that it must do to gain the approval of the people of Queensland, it has lost all hope. Surely the honourable member is not serious in suggesting that a trust established specifically to help young Australians is an "unworthy cause". If he does, then I feel sorry for him.

The trust honours the memory of a great Australian statesman who completed a record term as Prime Minister of this nation. I wonder whether people will be able to say that about the honourable member in the years to come. It does not seem even remotely possible.

It was with a sense of pride that I presented a cheque to the trust yesterday on behalf of the people of Queensland. The trust will provide funds for promotion of health, fitness and physical development of young Australians and I know of no finer cause to be found. Today, it is with a sense of shame that I find myself having to justify that contribution.

43. PUBLIC RELATIONS, GOVERNMENT NEWS AND INFORMATION SERVICES STAFF

Mr. Jones for **Mr. R. J. Gibbs,** pursuant to notice, asked the Premier—

(1) How many people are employed in the Public Relations, Government News and Information Services of the Queensland Government?

(2) How many separate positions exist, for example Editor of "The Mining Journal", agricultural journalists, ministerial press secretaries, investigation officers, etc.?

(3) What is the classification of each position in the Public Relations, Government News and Information Services?

Answer:—

(1 to 3) The honourable member by his question has surely disclosed the Opposition's discomfiture at the Government's obvious success in its presentation of my Government's activities to the people of Queensland.

Let me say that in addition to a press secretary being attached to each Minister, as is the normal practice in all States and the Commonwealth, my Government has also provided the Leader of the Opposition with the services of a press secretary.

I can add that some departments, for the purposes of disseminating information to the public, have information officers on their establishments. Also as the honourable member has mentioned, there are the editors and journalistic staffs of publications and periodicals which provide technical and specialised information to meet public demand.

Should the honourable member wish to pursue his search for additional details, I would recommend that he direct his attention to the Budget Estimates for the financial year 1978-79 which, as the honourable member would know, are readily available to him in the Parliamentary Library.

44. TOONDAH HARBOUR; DREDGING AND BOAT RAMP

Dr. Lockwood for **Mr. Goleby,** pursuant to notice, asked the Minister for Maritime Services and Tourism—

(1) What is the estimated completion date for dredging work being carried out on behalf of the C.S.I.R.O. at Toondah Harbour, Cleveland?

(2) When will access dredging to the public boat ramp at Toondah Harbour be undertaken and funding made available for the widening of this ramp?

Answers:—

(1) 24 August 1979.

(2) An improvement of the access to the ramp from the sea is anticipated as a result of the dredging presently being carried out by C.S.I.R.O. The need for additional dredging can be assessed only after a survey is carried out at the completion of dredging. It is proposed to widen the ramp when the capacity of the ramp's parking facilities has been augmented by the local authority.

45. CAPPING OF OIL WELL BLOW-OUTS

Dr. Lockwood, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) What are the maximum, minimum, and mean times taken to cap oil well blow-outs on dry land, and above and below water in the case of offshore wells?

(2) If the department is not in possession of these facts and figures necessary to formulate opinions on the volume of possible oil spillage and extent of oil contamination of the Great Barrier Reef, should drilling be considered for the reef, will he have the information collected, collated and presented to Parliament at the first opportunity?

Answers:—

(1) The times taken to control blow-outs in differing situations are quite variable, being dependent on a number of factors, and I am unable to supply figures in terms of the parameters quoted.

(2) The techniques for blow-out prevention and control are continually improving. More importantly, conditions for any future petroleum exploratory drilling in the Great Barrier Reef area, following the past practices of the Department of Mines, would be among the most stringent of those anywhere in the world; consequently the danger of a blow-out would be minimal. To put the matter further in perspective, the National Academy of Sciences, Washington, published figures in 1975 showing that offshore oil production contributed only 1.3 per cent of the oil entering the marine environment, compared with 9.8 per cent from natural oil seeps and 34.9 per cent from shipping.

46. KIDNEY DIALYSIS MACHINES, TOOWOOMBA

Dr. Lockwood, pursuant to notice, asked the Minister for Health—

(1) Do patients still have to travel to Brisbane from Toowoomba and the Darling Downs for kidney dialysis?

(2) Is a second dialysis machine now available for Toowoomba?

(3) When is it envisaged that a second machine will be put into service in Toowoomba?

Answer:—

(1 to 3) Facilities do exist for the treatment of dialysis patients in Toowoomba but from time to time, when the number of patients exceeds the available facilities, patients are required to travel to Brisbane. A request to expand the facilities available in Toowoomba is presently under consideration.

47. POLICE BADGE CONTRACTS

Mr. Milliner, pursuant to notice, asked the Minister for Industry and Administrative Services—

(1) How many contracts have been let for the manufacture and supply of police badges?

(2) How many companies tendered for these contracts and who were the successful tenderers?

(3) Where are the badges being manufactured?

(4) What was the price paid for the badges?

(5) Have the contracts been completed on time?

Answers:—

I assume that the honourable member is referring to metal headgear badges for use by the Police Department. The details he has asked for are as follows:—

(1) One order for the supply of 4,000 badges.

(2) Quotations were received from the following:—

A. J. Parkes Sales Pty. Ltd.;

Myer and Co. Pty. Ltd.;

Wallace Bishop Factory Pty. Ltd.

An order was placed with Wallace Bishop Factory Pty. Ltd. on 8 December 1978. However, on 26 January 1979 the firm advised that it was unable to supply and relinquished the order. On 12 February 1979 an order was placed with A. J. Parkes Sales Pty. Ltd. with a delivery period of eight weeks.

(3) Queensland.

(4) $265 for tooling, plus $2 each, less 2½ per cent 30 days F.I.S. Brisbane.

(5) 294 sergeants' badges have been delivered to date. The balance of the order is expected to be supplied prior to the end of June 1979.

48. AWARDS PRESCRIBING FEWER THAN FORTY HOURS PER WEEK

Mr. Milliner, pursuant to notice, asked the Minister for Labour Relations—

(1) Will he list the awards and agreements, both Federal and State, that have provision for workers to work less than 40 hours per week?

(2) What are the hours worked under these awards and agreements?

(3) Will he give details of the weekly amounts of wages paid to employees under these awards and agreements immediately prior to a reduction in working hours and immediately after a reduction in working hours had been granted?

Answer:—

(1 to 3) My department is responsible only for State awards and industrial agreements and I can give the honourable member no information in relation to Federal awards and agreements.

There are 1,190 State awards and industrial agreements in force in Queensland and the cost involved to undertake the extensive research to give details of the information sought by the honourable member could not be justified.

49. RAIL ELECTRIFICATION TO CABOOLTURE OR PETRIE

Mr. Frawley, pursuant to notice, asked the Minister for Transport—

Are there any plans for the electrification of the rail service to Caboolture or Petrie and, if so, when is it proposed to carry out this work?

Answer:—

The current operative plan for Brisbane suburban electrification includes the northern corridor as far as Petrie. Electrification beyond Petrie to Caboolture, or points further north, is not included in the present scheme but will be a matter for consideration in future planning. The outcome of the current study of the feasibility of main line electrification between Brisbane and Rockhampton could have a major bearing on this issue.

Unfortunately it is not possible at this stage to indicate firm dates for the Petrie extension, which will be entirely dependant on availability of finance and the extent of Commonwealth assistance provided by way of contributory funding. Negotiations with the Commonwealth Government are being actively pursued at officer, ministerial and Premier—Prime Minister level.

50. LAND PURCHASE FOR HIGH SCHOOL, BEERWAH

Mr. Frawley, pursuant to notice, asked the Minister for Education—

Has land been purchased at Beerwah for the proposed new Beerwah State High School and, if the land has not been acquired, what is the reason for the delay?

Answer:—

The proposed site for a State high school at Beerwah is Government-owned land. Part of that land is presently being used by the Landsborough Shire Council as a rubbish dump.

There has been some delay in finalisation owing to the council's making a claim that it is entitled to receive some alternative land in recompense and for service as a new dump. A suitable alternative has yet to be determined.

51. SOLAR ENERGY RESEARCH

Mr. Innes, pursuant to notice, asked the Minister for Mines, Energy and Police—

(1) How much money has the Government allocated for research into and/or development of solar energy in 1978-79, and how much was allocated in 1977-78?

(2) Are there situations in Queensland where solar energy would be of particular value and, in particular, does he feel that the increased costs of fuel and transport make the prospect of electrical generation from solar power an alternative for the many Queenslanders who live in remote localities and presently serve themselves with motor-generated battery-storage systems?

Answers:—

(1) Funds contributed by the Queensland Government for solar energy research are—

1977-78—$8,500;

1978-79—$6,000.

(2) In the immediate future, the most attractive applications for the use of solar energy in Queensland are in the area of hot water supply, particularly for domestic purposes.

The use of solar power for electricity generation is being investigated on an experimental scale in the United States of America and in Israel. Proposals for projects in other areas have also been recently announced. While the generation of electricity in remote areas of Queensland is not viewed as a practical possibility at present, the results of work overseas and interstate will be closely monitored by the Queensland Energy Resources Advisory Council.

52. INVESTIGATION OF USE OF WIVENHOE DAM WATER BY TARONG POWER HOUSE

Mr. Kruger, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Has the Queensland Government obtained the services of a firm of consultants to investigate the feasibility of using the water from Wivenhoe Dam in connection with the Tarong Power House?

(2) What was the cost for the services of that firm of consultants?

Answer:—

(1 & 2) It is usual practice when considering the possibility of establishing a new powerhouse to investigate the possible sources of water to supply the powerhouse.

Such investigations were carried out in respect of the Tarong Power House site and the possibility of obtaining water from the Wivenhoe Dam was considered, along with other proposals, but rejected in favour of a proposal to construct a weir on the Boyne River at Proston.

Any questions concerning the details of the investigations carried out in this regard should be directed to my colleague the Honourable the Minister for Mines, Energy and Police.

53 & 54. SCHOOL TRANSPORT BENEFITS AND CONDITIONS

Mr. Kruger, pursuant to notice, asked the Minister for Education—

(1) With reference to the misunderstanding and serious anomalies that exist in the transport of schoolchildren from the Petrie and adjacent areas to certain State and denominational schools in that area and Redcliffe schools, will he consider delaying any action to enforce the conditions governing school transport benefits until the end of 1979 while schools and parents are being advised, in a comprehensive way, of all relevant details of the available benefits?

(2) If so, will his department arrange to embark on a method of advising all concerned of the benefits available and the proposed enforcement of the conditions?

Answers:—

(1) I am not in a position to vary conditions approved by State Cabinet.

(2) This information has always been freely available and will continue to be so.

Mr. Kruger, pursuant to notice, asked the Minister for Education—

(1) As there is no railway service to Redcliffe on which schoolchildren would normally obtain free travel to schools,

will he consider this aspect when considering my question regarding school transport benefits?

(2) Will he also consider this aspect when considering the petition that I lodged on behalf of 99 electors of Queensland on 3 May?

Answers:—

(1) The conditions governing school road transport services do not take the availability of rail transport into account.

(2) I have not yet sighted the petition referred to.

55. AUTISTIC CHILDREN'S ASSOCIATION CONFLICT

Mr. Gygar, pursuant to notice, asked the Minister for Justice and Attorney-General—

(1) Has his attention been drawn to the current conflict within the Autistic Children's Association and, in particular, the fact that recently all parents removed their children from the centre and all staff withdrew their services from the association?

(2) In view of these facts and the commencement of Supreme Court proceedings alleging unlawful dealings with the assets of the association by the board of management, will he suspend the activities of the Autistic Children's Association under the Charitable Collections Act until these matters are resolved?

(3) As parents and others have been denied access to the books of account of the association for two years, will he have his officers take charge of these books and lay them on the table of this House so that the full extent of the activities of the board of management will be open to public scrutiny?

(4) As parents, teachers and the Clinical Advisory Committee of the Autistic Children's Association are all at loggerheads with the board of management, will he explain to the House just whose interests this board represents?

(5) In view of the serious accusations and rumours currently circulating about the conduct and activities of the board of management, will he order an immediate and thorough investigation of the affairs of the association to determine if it is, as presently structured, a proper body to be registered under the Charitable Collections Act?

(6) Will he lay on the table of the House a full statement of the financial affairs of this association for the past two years, showing gross income including Government subsidies, collections, donations, etc., and the amounts spent on maintenance, supplies, upkeep, salaries for teaching staff, directors, office staff, and other persons, including a table showing the names of all persons or organisations other than qualified teaching and clinical staff who received more than $500 from the association in the past two years for personal services, including the amounts received and the service supposedly rendered?

Answers:—

(1) Yes.

(2) The suspension of a charitable organisation is a drastic step that can affect the present and future activities of the charity concerned. Such action is taken only when no other action is possible.

In this particular case a suspension of the association could interfere with the teaching of the autistic children and I do not intend to take any action that will injuriously affect their welfare. In any case, any action would only be taken as a last recourse.

(3 to 6) The members of the management committee of the association, who were elected at an annual general meeting held on 28 August 1978, are the defendants in a Supreme Court action that has been brought by certain members of the association in relation to the transfer of certain assets and property of the association. The action is set down for trial on 19, 20 and 21 June 1979.

The affairs of the society are being closely monitored by officers of my department. As the honourable member would be aware, pending the outcome of the Supreme Court action, it would not be appropriate at this stage to reveal the information requested by him. Subsequent to the completion of the court action, the information can be made available.

56. FEMALE MINORS IN STATE INSTITUTIONS

Mr. Gygar, pursuant to notice, asked the Minister for Welfare—

(1) How many female minors were inmates of State or State-approved institutions as a result of "status offences" as at 1 May?

(2) Are any of these "status offenders" housed in the same institutions or in near proximity to persons, minors or not, who have been the subject of charges related to criminal activities and, if so, how many and where?

(3) If the answer to (2) is yes, does he believe this is desirable, and what steps are being taken to segregate true offenders from "status offenders"?

Answers:—

(1) The question of "status offenders" is a vexed one. The accepted rough definition of a "status offender" is a person who is the victim of his or her own behaviour. The notion is that of victimless crime.

In a recent report, the Director, Department of Children's Services, commented that with "status offenders", incarceration serves no therapeutic purpose. Alternative approaches including a separate facility of a non-secure nature and subsidised boarding situations are being considered.

On the other hand, it is acknowledged that "status offenders" often mix with an undesirable element and are on the way to a life of more violent crime or they have influenced other young persons in a way that is generally considered undesirable. Yet another opinion of which some cognisance may be taken is that of the Division of Youth Welfare and Guidance. In his reports to Parliament at various times, the senior medical director of that division has commented on the high percentage of disturbed girls admitted to Wilson Youth Hospital from the courts. He has not differentiated in those remarks between "status offenders" and other offenders.

In the time available it has not been possible to produce the figure sought by the honourable member.

The Department of Children's Services collects statistics under the headings of disposal allowed to the courts under the Act, that is, admonish and discharge, care and protection, care and control, supervision and protective supervision, and it is only when the statistics are analysed at 30 June that a cross-referencing process according to the nature of the offence is made.

I would draw the honourable member's attention to Table 8 on page 41 of a recently tabled report of the Director, Department of Children's Services, which gives some indication of the number of female children coming into care and control for the year ending 30 June 1978.

Female minors came into care and control under the following headings:—

(a) Likely collapse into a career of vice and crime	25
(b) Exposed to moral danger	15
(c) Uncontrollable ..	68

A second group of females appeared before the court for offences, of whom 19 were convicted and 35 not convicted.

Referring to the first group, some of these girls may not have been only status offenders; that is, the offence that they committed may have affected other people.

(2) Because of the lack of facilities for female offenders to which attention has very frequently been drawn, and I refer again to the director's introduction in his annual report for the year ending 30 June 1978, some of these status offenders would be in the same institutions as other persons in the care and control of the Director, Department of Children's Services. Where possible, if these offenders are not deemed to be in need of psychiatric treatment or are not likely to fall into a life of vice and crime, which will involve other youngsters, they are placed in the community away from other offenders.

(3) It is my belief and the belief of my advisers that "status offenders" who may be exactly classified as such, that is, committing no offence against other persons or against society, should be treated separately and I am taking most vigorous steps to obtain additional facilities both in the form of plant and programmes for the treatment of female offenders.

57. USE OF BRISBANE CITY COUNCIL WORKERS IN POLITICAL CAMPAIGN

Mr. Gygar, pursuant to notice, asked the Minister for Local Government and Main Roads—

(1) Is he aware that the Brisbane City Council is directing all B.C.C. workers who are servicing information buses, fee collection agencies, etc., to accost members of the public with bogus water board protest forms and that, though these workers object to being used as political pawns, they fear that they will be victimised if they do not assist in this A.L.P. stunt?

(2) How much, including staff time of the persons mentioned above, has this party-political campaign opposing the Brisbane and Area Water Board cost the Brisbane ratepayers and how, in detail, has this money been spent?

(3) What action can he take to prevent the rates paid by Brisbane people from being further expropriated by the A.L.P. to fund this political campaign?

(4) Will he request the Auditor-General to immediately investigate the propriety of this expenditure by the Lord Mayor and his colleagues in the Brisbane City Council?

Answers:—

(1) I am aware of the campaign being conducted by the council and of the

so-called protest forms, of which I produced a few examples in the House yesterday. It is obvious that many of the signatories do not realise what they are signing, or are misled by false council advertising. The forms that I produced included the names of people resident in New South Wales, who signed a statement that they were Brisbane citizens. The pressure on council staff to solicit signatories would be obvious.

(2) Council spokesmen apparently reported the cost of the campaign as about $12,000. I say emphatically that I do not believe that. If Thorley is trying to pull the wool over my eyes, he had better get his guard up. No information is given as to the details of this estimate, and whether it includes staff time (which would be considerable).

(3) The legal situation is being examined.

(4) The books and accounts of the Brisbane City Council are subject to full-time audit by an officer of the Auditor-General's Department, and no doubt a report will be furnished if it is considered that the council is incorrectly applying its funds for this, or any other, purpose.

Mr. ROW: With reference to question No. 58, I draw the attention of the Minister to the fact that the word "fuel" has been used in the printed question, whereas in framing the question I used the word "gasoline". This may materially alter the answer, because aviation gasoline is distinct from jet fuel.

58. AVIATION FUEL SHORTAGE

Mr. Row, pursuant to notice, asked the Minister for Transport—

What is the cause of the current drastic shortage of aviation fuel in Queensland, and when will this shortage be overcome?

Answer:—

The honourable member should direct this question to my colleague the Honourable N. E. Lee, M.L.A., Minister for Industry and Administrative Services. If he referred it to the honourable gentleman now, perhaps he could answer it.

Mr. Row: I redirect the question accordingly.

59. WORKERS' COMPENSATION FOR HEPATITIS

Mr. Row, pursuant to notice, asked the Minister for Labour Relations—

Has the disease hepatitis ever been accepted as a cause of loss of employment covered by workers' compensation insurance in Queensland and, if so, will he give details of the latest compensation claim granted as a result of the above disease?

Answer:—

The term "injury" under the Workers' Compensation Act includes the following—

(a) a disease which is contracted in the course of the employment, whether at or away from the place of employment, to which the employment was a contributing factor; and

(b) the aggravation or acceleration of any disease where the employment was a contributing factor to such aggravation or acceleration.

Claims have been accepted for hepatitis where the onset falls within the scope of the term "injury". The most recent claim relates to an ambulance driver from Glenella who contracted the disease over a period of time. He has no knowledge of the names of persons he has recently transported but information from the Mackay Base Hospital is that a small number of patients have been admitted in recent times suffering from hepatitis. The Mackay office of the Workers' Compensation Board has been advised to accept the claim and pay compensation entitlement.

60. DIVERSIONARY AND FLOOD-MITIGATION DAM, UPPER HERBERT RIVER

Mr. Row, pursuant to notice, asked the Minister for Lands, Forestry and Water Resources—

Will a diversionary and flood-mitigation dam on the Upper Herbert River be a feasible complementary project to the proposed Burdekin Dam scheme and, if so, will it be considered as part of that scheme in order to make maximum use of those two rivers' watersheds, which are closely located?

Answer:—

The current proposal for the first stage of a dam on the Burdekin River will meet all known likely requirements for water in the Burdekin area till at least the year

2000. While it is feasible to divert water from the Upper Herbert River into the Burdekin River, the location of the storage is such that it would not play any role in flood-mitigation in the Lower Herbert region. In view of the above, it is not proposed at this stage to further consider this proposal for a dam on the Upper Herbert River.

MATTERS OF PUBLIC INTEREST

POLICE STATION FOR DECEPTION BAY; ANOTHER SYNTHETIC TRACK FOR BRISBANE

Mr. FRAWLEY (Caboolture) (12.1 p.m.): Rarely do I rise to speak in the Matters of Public Interest debate, and honourable members can rest assured that when I do I have a matter of grave importance to my electorate to raise. Today is no exception. I make a plea for the establishment of a police station at Deception Bay, which is in the Caboolture Shire and in my electorate.

Honourable Members interjected.

Mr. FRAWLEY: On this occasion I am not going to take any inane interjections from back-benchers or Ministers.

Deception Bay is a fast-growing area with 4,000 residents. It has two State primary schools, one Catholic primary school, two pre-schools and a third planned for next year, a bowls club—of which I am the patron—and a hotel/motel. I mention for the information of those interested in fishing that Deception Bay is situated approximately 11 km from Redcliffe and 14 km from Caboolture. About 40 per cent of the population are under 19 years of age, and this fact gives rise to some problems.

Since my election to Parliament on 29 May 1972, I have written to various Ministers of Police and have received the same answer, namely, that it is not necessary to establish a police station at Deception Bay.

The Police Department owns land in Deception Bay. It lies in Grosvenor Terrace, adjacent to the old State primary school and just behind the Church of England. The land is presently being used as a car-park for teachers at the old Deception Bay State School and parents of the pupils.

Early in 1972, Sir David Nicholson, the then member for Murrumba and a former Speaker—I followed in his footsteps as member for the area—made a plea for a police station at Deception Bay, but his plea was knocked back. As I have said, I have written to successive Ministers for Police. I do not have all the letters here, but I shall refer to some of them.

I wrote to Max Hodges, Tom Newbery and the present Minister for Police, Ron Camm. I have made many impassioned pleas for the establishment of a police station at Deception Bay. The people are grateful for the assistance that they receive from the Redcliffe and the Caboolture police. However, there is a fair bit of vandalism in Deception Bay and the periodic patrols made by the Redcliffe police are simply not enough. The erection of a permanent police station would bring a great improvement in the present state of affairs. In about 1974 the population of Deception Bay was 1,800; now it has grown to 4,000. So the time is ripe for the erection of a police station in the area.

A reply that I received on 9 January 1978 from the present Minister for Police indicates that he had had discussions with the Commissioner of Police and he said that, although he appreciated my interest, it was not proposed to open a police station at Deception Bay. He added that police stations were established on a priority basis and in accordance with available manpower. The people of Deception Bay and I accept that. Nevertheless, special circumstances exist, particularly as 40 per cent of the population are under 19 years of age and Deception Bay is somewhat remote from Redcliffe.

On 7 January 1975, the regional inspector interviewed the Caboolture Shire Council and said he would recommend the provision of a police station at Deception Bay because of the growth factor of Deception Bay and its proximity to the Narangba Industrial Estate, which, although it is going ahead, has not created the employment that we thought it would create. Various other people have stated that a police station should be erected at Deception Bay.

In March 1977 I received a reply from the then Minister for Police (Hon. Tom Newbery) to the effect that after he received my representations he had discussed the matter with the Commissioner of Police. He told me that the incidence of offences at Deception Bay was continually under review and, although he appreciated my desire to have a police station erected there, continuous police attention was provided from Redcliffe on a 24-hour basis. He said that it was not proposed to establish a police station at Deception Bay.

In January 1978, I received a further reply to a letter I wrote to the Minister for Police in which he said that he had again discussed this matter with the Commissioner of Police. As a matter of interest, we had a discussion with this commissioner when he was an inspector. The reply I received was in exactly the same terms.

I asked a resident of Deception Bay to carry out a check for me in February this year and to let me know what offences are committed at Deception Bay. The need for a police station is great. Elderly women have had their doorknobs rattled, usually between 11 p.m. and 2 a.m. That is a horrifying experience for an elderly woman, especially if she is living alone. We should be concerned about these matters. Many elderly people live at Deception Bay.

On 31 January, a number of large sheets of hardboard were stolen from the library that was being constructed by the Caboolture Shire Council. On 10 February this year, a cracked window and a fire were found at the new school known as Deception Bay North, on Old Bay Road. On 21 February, members of the parents and citizens' association advised of at least three entries of the school; doors had been opened but nothing had been taken. Apparently it was the work of children. Cars roar up and down Deception Bay roads about 2 o'clock in the morning and wake residents. In February, a council worker was called to remove a gutted and rotting pig carcass. Some weeks beforehand a council gang had to remove the carcass of a bullock that had been butchered on the sea wall at Beaufort Place in Deception Bay. Apparently a bit of slaughtering takes place in the area.

Noisy trail bikes are heard in the area. On 17 February, the Redcliffe police were called at 4 o'clock in the morning to a drunken party on the beach around a bonfire. Some people living nearby had airgun pellets fired into their homes. When a man who drives a tow-truck was driving past the Country Club Caravan Park, someone threw a bottle of beer through his windscreen. Unfortunately he did not catch it and it struck a glancing blow to his head and broke. Grog saturated the cabin of his tow-truck. It would not have been so bad if he had caught the bottle. On 27 February, the Deception Bay Bowls Club was again broken into. In fact it has been broken into twice recently. Tobacco was taken, as well as pinball and pool money. People are often being chased on the community hall roof and, as I said, unlicensed bikes are roaring up and down the roads disturbing people. The time has come for a police station at Deception Bay.

Now that I have finished my remarks about the need for a police station at Deception Bay, I make a plea for the provision of an athletics park on the north side of the city of Brisbane. A synthetic track was provided at Nathan by the Brisbane City Council. I record that as one of the good things Clem Jones did, but it would have been far better if it had been built in Marchant Park at Chermside. Since the track was built at Nathan, schoolchildren and adults—people taking part in athletics from little athletes upwards—have improved their performances and Queensland has generally improved in athletics. But the Nathan track is far distant from where I live. It is 63 km from Caboolture to the track, and 76 km from Woodford. During the athletics season a bus comes down from Nambour every Saturday with the Sunshine Coast athletics team, but by the time the athletes arrive at the track they are tired and cannot put up good performances.

Unfortunately the Minister for Industry and Administrative Services has left the Chamber. I want the Government to donate 10 acres of land from the Narangba Industrial Estate so that a synthetic track can be built there. The State Government should donate the 10 acres of land for an athletics track in this industrial estate, and surrounding councils such as Redcliffe, Caboolture, Kilcoy, Landsborough, Noosa and Maroochy should contribute half the cost of the track. The estimated cost of an eight-lane synthetic track is $350,000. The Government of Singapore has provided two tracks. One is for competition amongst good athletes. The other is an eight-lane synthetic tartan track.

An Opposition Member: When were you last there?

Mr. FRAWLEY: Last year, as a matter of fact, and I paid my own way. I bought my own air tickets.

One of the tracks in Singapore is available at any hour of the day, and I think it is about time that the Government of this State decided to put some money into such a venture. It is putting a fair bit of money into the Sir Robert Menzies Memorial Fund. I agree with that; I am not against it. However, I think a similar amount should be donated to provide good athletics facilities for people on the north side. If the Government donated the land and met half the cost

of the track, it would not be so bad. The local councils just cannot afford the money. Take Redcliffe, for example, which has a population of 40,000 people. How the devil could that council afford to put down a synthetic track?

(Time expired.)

PROBLEMS FACING SMALL BUSINESSES; RENTAL CONDITIONS IMPOSED BY SHOPPING COMPLEXES

Mr. WRIGHT (Rockhampton) (12.11 p.m.): In a recent Press release the Minister for Industry and Administrative Services (The Honourable N. E. Lee) touched on some of the problems confronting the small business proprietor. While some of the observations made by Mr. Lee were valid, in that many small businessmen lack training and the necessary business ability, it is vividly clear from discussions I have had with a number of small business proprietors in the last week that this aspect is only one of the myriad of factors that affect small business.

It does not explain why 75 per cent of small businesses are on the rocks financially within three years of commencement and why last financial year 519 such concerns went bankrupt. It is very easy for Liberal Party Ministers—and, for that matter, anyone of that ideological persuasion—to claim that wages, union demands and employment factors are the additional reasons why businesses are successful or not. It is true that increased labour costs have a marked financial effect on the profitability and viability of the small business enterprise. It is true that not every employee plays the game in the service that he gives to his employer. However, it is irresponsible to assert that these are the paramount reasons for business failure.

If one is to fully appreciate the plight of the small businessman in today's marketplace, cognisance must be given to the many other influences and factors that contribute to either success or failure. The inability to compete with big business—the chains; the nationally and internationally backed companies—has sent many an Australian-owned and small family business to the wall. The lack of financial support from banking institutions, through reasonable interest rates on money borrowed, has forced the small businessman into the hard-money field and eventually into bankruptcy. The modern trend of the shopping complex—the shopping village, K marts and plazas—has been the ruination of many of the strip or street-front shopping centres.

All these aspects have had their detrimental effect and have been raised before; but there is another factor that has been overlooked by the Minister and by the business community generally. I refer to the fact that the majority of small business proprietors are tenants. As a percentage, few own their own premises. With the growth of shopping village complexes, the percentage will decline rapidly in the next decade. For many tenants, the rents paid and the rental conditions applicable have become the main cause for business failures. Rent is fast becoming the main overhead burden carried by small businesses. Because of the inflationary characteristic of the economy and because of the unfair, iniquitous practices adopted by the landlords, many a small proprietor, especially those with a business located in metropolitan shopping complexes, faces the real risk of becoming one of the Minister's "failed" statistics over the next three years. There is an urgent need for a Government agency to undertake a thorough investigation into the business rental practices in this State.

While proprietors in strip shopping centres face similar problems, as indicated by the fact that a restaurant owner not far from this Parliament is paying $75,000 a year rent for his premises, the problem is mainly one facing those businesses in the shopping complexes. The rental distribution of these complexes is totally unfair. I might take as an example a 30,000 square feet complex. The head tenant takes 15,000 square feet and pays $4 to $5 per square foot per year. In other words, he pays up to $75,000 a year in rent. The remaining area is rented to 20 or so small businesses at between $12 and $20 per square foot per year. That gives a return to the landlord in the vicinity of $225,000 for the same area, or about $10,000 a year or $200 a week for each entrepreneur. They are paying four to five times the rent of the head tenant. They are forced to borrow at high interest rates; and then they are faced with unfair competition created by the major tenant in the same complex when he sets up 20 departments selling lines identical with those carried by the minor tenants. It is no wonder that the big get bigger and the small man is decimated.

The base rent is only part of the problem, however. Tenants are given short-term leases —varying between three and six years. They

face the prospect of spending that time building a business up, only to be told at the end that they cannot have the lease extended. They are kicked out when it expires. There are iniquitous practices, which I intend to list. I intend to name the firms. At Myer Chermside one proposed purchaser of a fruit business was told that it was pointless proceeding with negotiations; that there was no hope of a lease being granted as the manager's brother was getting the business. Five tenants at Westfield Indooroopilly were told that new leases were not available and were then offered only a token amount for their fixtures and fittings.

In Toombul Shoppingtown, a proprietor had a contract for sale for $145,000. He was told that the new owner would not get the lease unless he gave back 42½ per cent of the outside floor space without compensation. This is commercial blackmail. The purchaser was then advised that, because the rental space was to be less, he should renegotiate the contract because he was getting 42½ per cent less floor space. The contract was renegotiated at $117,500 and the vendor lost $27,500. The lease did not permit the management to do it. But they said very clearly that they would not give consent for assignment unless the area was given.

There are allegations of Brisbane complex managers receiving payola for their sympathetic consideration. At Kenmore—if I am called upon I will eventually name the person involved—a gift of $2,000 was paid so that a proprietor could get an addition to his existing lease. The proprietors are at the mercy of the multi-national and national landlords and, it seems, at the mercy of some of the Brisbane centre managers.

There are other unethical practices. One is key money. As members would know, this is the special consideration given for the assignment of a lease. Garden City charges an additional six months' rent whenever a business is sold. It is written into the lease. The Law Society might be asked to start pulling some of the lawyers into gear. After all, it is the lawyers who drew up these leases, and the Law Society, I believe, knows what is going on. The additional cost is usually passed on to the purchaser and then, as we know, on to the consumer.

Hillier Parker is an English-based real estate company. It has two complexes—Arndale at Springwood and Market Square at Sunnybank. They demand—I emphasise "demand"—50 per cent of the goodwill factor in the sale price for the assignment of the lease. Imagine the effect that that has on the proprietor. Imagine the detrimental effect that it has on selling the business.

Myer Chermside is very, very good to the proprietor! They have a sliding scale. In the first year they charge 50 per cent of the goodwill; in the second year they charge 33⅓ per cent; and in the third year they charge 25 per cent. If the lease is renegotiated for an additional three years, it starts again. If the business is sold in the fourth year of operation, that is, in the first year of the new lease, the proprietor has to give 50 per cent of the goodwill to the management, the landlord.

Another aspect is rental increases. There are a number of ways in which rents are increased. The first is where the increase is geared to the C.P.I. variations, and this is done half-yearly or quarterly. That is a questionable method but I will not argue it here. The second is where rental is based on a price per square foot and adjustments are by arbitration. The R.E.I.Q. plays an important role here.

The third, which is the one I want to mention particularly, is rental increases based on increases in turnover. This is iniquitous and evil and it has to be stopped. It is usually calculated annually, sometimes monthly. There is a system under which it is calculated on the base rental plus 6 per cent of turnover. Think about what that means. If the manufacturer's price increases, the price of the retail item goes up. Therefore the turnover goes up and the rent goes up. When the rent goes up, the proprietor has to increase his prices again. When he puts up his prices to cover this latest overhead cost, up goes his turnover and up goes his rent. It is never ending.

Finally, it is the proprietor and the consumer who suffer. The increases go on and on. This system is detrimental to business. It is detrimental to the consumer, because it means constant and never-ending price increases, and only the landlord gains. The landlord and the system are to blame. It is not the sole fault of the so-called multinationals.

The A.M.P. is deeply involved in this business. That is how it runs its affairs. The finance companies are involved. Superannuation funds do the same thing. The banks are up to their necks in it. Unfortunately, the S.G.I.O. is one of the main perpetrators. The Westfield organisation is the

worst offender. The small businessman suffers. He cannot last. It is no wonder that the Minister for Industry and Administrative Services says that 75 per cent of businesses go broke in the first three years. It is no wonder that businesses are going bankrupt—519 of them last year. Why? Not because of unions, not because of wages, not because of working conditions, but because of landlords, as rent is the main overhead cost.

Let us not forget that 90 per cent of businesses in this nation can be classed as small businesses. Let us not forget that these small businesses employ 30 per cent of the people of this nation. And we are doing nothing for them. We close our eyes to what is going on. The Minister for Industry and Administrative Services blames everything but the core of the problem. I believe that the rental and lease assignment practices in this State deserve a full-scale investigation, and I here call upon the Minister to initiate such an inquiry.

ROYAL COMMISSION INTO CONDUCT AND PRACTICES OF CHARITIES

Mr. GYGAR (Stafford) (12.20 p.m.): I rise to call for a royal commission or, at the minimum, a judicial inquiry into the conduct and practices of charities in this State. People are losing confidence in charities, in collections and in requests for contributions because they are coming increasingly to the view that the money that they are giving is being diverted to causes other than the benefit of the individuals they hope to support.

In past months grave questions have been raised about the propriety of two particular charities, and others may similarly be open to question. The two in particular are the Australian Pensioners League and the Autistic Children's Association of Queensland. Both these bodies are registered charities. Registration as charities, firstly, gives them considerable advantages under the law. Secondly, it leads to an assumption of propriety and worthiness, which people look to and which would reasonably lead them to support these charities. Thirdly, and probably most importantly for this Parliament, it gives charities access to taxpayers' funds through subsidies and other benefits paid by Governments.

What has happened? We find that in the case of the Pensioners League the major beneficiary of sales and fund-raising efforts has not been the Australian Pensioners League, but in fact the Australian Labor Party. The Minister for Justice and Attorney-General made a statement on the matter in this House on 6 December 1978, which showed quite clearly that in one period the fund-raising activities conducted ostensibly on behalf of the Pensioners League led to $3,358 going to the Pensioners League and $13,825 going to the Australian Labor Party.

In the case of the Autistic Children's Association, we find it is being rent by divisions, accusations, court cases, sackings and scandals; but more of that later.

This problem with charities is not unique to Queensland. Only two days ago the Brisbane "Telegraph" reported on page 8 that the State Government in Victoria was going to launch an examination into charities to ensure that consumers were apprised of what happened to the money collected, and I will quote from that report. It states—

> "The Minister for Consumer Affairs, Mr. Ramsay, said today the public needed to be protected against schemes which purported to support charities, but made substantial profits for entrepreneurs.
>
> " 'Apparently there has been an element of deception linked with these operations when people haven't been fully informed of just where the money is going,' he said."

This is also the case in Queensland. This Parliament, indeed the people of Queensland, cannot expect the normal man in the street to support charities when he knows or believes that only a small percentage of the funds he contributes is going to the people he wants to benefit. It is just not good enough. If the laws of this State are going to provide advantages for charities, then the laws of this State must ensure that the moneys collected are properly devoted to the causes which they purport to support.

I believe that it behoves me to demonstrate that the expense of such an inquiry is warranted, and I think this is best done by illustrating the types of abuses that are now occurring and the types of scandals that are prevalent in charities in this State. The first one and, of course, the most notorious charity in this State at the moment is the Australian Pensioners League, and its fund-raising appeals. I do not blame the Pensioners League for this; I believe it has been the victim of unscrupulous manipulators.

The circumstances surrounding the Australian Pensioners League have been fairly well canvassed in this House. We have

heard denial after denial of involvement by Mr. Gerry Jones of the Australian Labor Party, and these denials have been demonstrated to be false time and again. He is in it up to his ears. He knows it, members opposite know it and so do the people of this State. I cannot quite understand why he continues to deny his or the Australian Labor Party's involvement. The Minister set out quite clearly in his ministerial statement what was occurring. He examined the accounts of the Australian Pensioners League and, with them, the accounts of the A.L.P. front organisation, Queensland Volunteer Finance Raisers.

An Opposition Member interjected.

Mr. GYGAR: The honourable gentleman who interjected admitted in this House the involvement of the Australian Labor Party in this matter. Yet he is back to making denials again.

Mr. Yewdale: You are telling lies.

Mr. DEPUTY SPEAKER (Mr. W. D. Hewitt): Order! The honourable member for Rockhampton North will withdraw that statement.

Mr. Yewdale: I withdraw it.

Mr. GYGAR: Again we are hearing denials from the other side of the Chamber. I will quote what members of the Labor Party have said in the Press in recent days. They have admitted the involvement and showed just how deeply the upper echelons of this organisation have infiltrated the Australian Pensioners League and abused the trust placed in them. The Minister's statement on the accounts of Queensland Volunteer Fund Raisers, the group that was paid a so-called commission by the Australian Pensioners League, quite clearly shows the connection. It shows how money that people thought was going to charity was actually distributed to Australian Labor Party political campaigns and into the pockets of individuals.

In particular, we found out about the activities of phantom stalls, which were totally fraudulent. Unfortunately, the police have been unable to act because, in order to bring a charge for fraudulent conversion, one must first find the person in whom the property vests and obtain a statement from him that he did not authorise the conversion. Unfortunately, this has been impossible because of the involvement of the Australian Labor Party and the old bogy of solidarity when people are in trouble.

The A.L.P. has been seriously concerned about this matter, as demonstrated in the article in the "Sunday Sun" of last Sunday, wherein it was stated that the A.L.P. was on the verge of expelling a prominent member of a trade union because he dared to talk about the link-up. The article in the "Sunday Sun" reads—

> "Sources close to Mr. Harris say the A.L.P. charge relates to alleged leaking of information on the running of raffles for the Pensioners' League."

Reading between the lines, here was a man who, apparently, was so disturbed by what was occurring that he felt he had to inform the Federal body, and apparently he did so, because the article quotes Mr. Harris as saying—

> "Yes. I wrote a letter to the federal executive which included information relative to the charge.
>
> "I may well be found guilty of communicating with the federal body of my own party."

This man who, in conscience, apparently could not put up any longer with what was occurring inside his own party sought to tell higher authorities about it. What did he get for his troubles? Firstly, he was hauled up with the threat of expulsion and, secondly, according to Press reports, he was apparently beaten up in the Waterside Workers' Club and sustained injuries requiring five stitches. Demonstrably, we now have thuggery, coercion and brutality creeping into the funding of charities and the collection of their moneys. This is not good enough. It must be investigated. It must be stopped.

Now let us look at the Autistic Children's Association. To say that there was severe conflict inside this group would perhaps be the understatement of the year. We find that various groups within the Autistic Children's Association are taking one another to court, alleging the unlawful conversion of the property of this association. It is quite apparent that the money that has been raised for the benefit of autistic children is not being properly devoted to that cause. How can it be when we found, only two weeks ago, that for a period a massively expensive project built, in large part, with taxpayers' funds lay idle because the teachers had been sacked by the board that was supposed to be there to look after the children.

There is something rotten in the Autistic Children's Association when allegations are

openly made that one family is taking $30,000 out of this organisation, supposedly for professional services, and that another family allegedly is giving part-time work and is receiving in excess of $12,000 a year for that work. I have attempted to investigate the books of this association, but I have found that its annual reports are, to say the least, not very illuminating, particularly when it is found in the latest annual report that the head board had censored part of the association, the therapeutic board, and not allowed it to put its comments in the annual report—because the head board did not like it.

It is not good enough when the association does not show the distribution and disbursement of funds that are contributed by the taxpayer by way of subsidy, and conceals the distribution of these funds in its books. People have a right to know that the laws of this State will ensure that the moneys that they donate to charities are properly spent. It is not happening in this State at the moment, at least in certain cases. The many worthwhile charities deserve to be able to stand up and openly demonstrate that they have nothing to hide.

(Time expired.)

TRASH AND TREASURE MARKETS

Mr. AHERN (Landsborough) (12.31 p.m.): The subject to which I address myself may not appear to be ponderous, terribly significant, of nationwide importance, or of importance to a great number of people. However, it is tremendously important to many thousands of Queenslanders who value their freedoms and who might be described (ignoring the Irish sense of the term) as the little people, people who, as far as I am concerned, have rights. I refer to the people who frequent trash and treasure markets or flea markets in this State.

I am not a flea-market person myself, but there are many thousands of Queenslanders who frequent trash and treasure markets regularly each week, and the proprietor of Trash and Treasure Markets Pty. Ltd. happens to be one of my constituents. Mr. Deputy Speaker, let me say that my reason for rising to speak in the House today is to say quite clearly that the flea-market people feel threatened at the moment, and I would suggest that it is not for doing anything that would be of real concern to anyone here.

For the benefit of honourable members, let me very quickly go through a little of the history of trash and treasure markets. These markets have been operational in Queensland for a number of years, and I would suggest that the biggest development was at the Big Top at Mt. Gravatt.

Mr. Vaughan: Some of them are highly suspect.

Mr. AHERN: It is very interesting to receive that information from the honourable member for Nudgee. The Big Top at Mt. Gravatt has been operating for some considerable time—I think since 1974—and similar markets are operating in many cities and towns throughout Queensland. Charities benefit to the extent of many thousands of dollars from their activities. For example, in Caloundra, my home town, The Lions Leukaemia Foundation is benefiting to the extent of thousands of dollars a year, and that is widely appreciated by people in the town.

Trash and treasure markets operate by virtue of a promoter to whom fees are paid, and in these circumstances charities are admitted free. The Valley Business Council has been providing many thousands of dollars a year to charities as a result of its activities. In fact, if honourable members look at trash and treasure markets across the board, I think they would have to agree that in many respects they are not doing anyone any great harm.

Mr. Vaughan: There is some suggestion that they are an outlet for stolen property.

Mr. AHERN: I intend to address myself to that question in a moment.

In many instances the purpose of trash and treasure markets has been to aid charities and to enable persons to sell unwanted personal property. Surely the recycling of personal property is a good concept and one that should be encouraged.

The question of second-hand dealers does not arise, because they are specifically "verboten" in terms of the Act covering second-hand dealers. There is no doubt that trash and treasure markets are not places for a professional, and that is not the concept. Nobody wants to protect the purveyor of stolen property who is operating at trash and treasure markets, and there must be supervision to ensure that he does not do so. I certainly am not suggesting that that ought to be encouraged or that a blind eye should be turned to it in any way. Clearly the public of this State must be protected.

However, some problems arise. The new head of the Dealers Squad is Detective Sergeant Young. I understand that he is a

proficient officer and I am not reflecting on him, but I understand that he is placing an interpretation on the Second-hand Wares Act that is making it very difficult for trash and treasure markets generally to operate in Queensland. The definition of "Dealer" under that Act is—

> "A person other than (certain categories are set out) who carries on the business of dealing in or buying or selling second-hand wares . . ."

Sergeant Young's attitude is that anybody selling in that sort of situation ought to be licensed under the Second-hand Wares Act and that, therefore, the whole operation is illegal. This is the principal problem. I agree that the law needs to be clarified. People should be able to dispose of unwanted personal property, such as hub caps, other auto parts and other articles that are surplus to their requirements. I know that this is something that the people of Queensland want.

At present a person can sell unwanted personal property simply by advertising in the newspapers. That is quite all right. However, the moment he takes his property into a trash and treasure market, sets up a table and commences to sell his property, he is claimed to be acting illegally. It is stated that under the Second-hand Wares Act it cannot be done. That is silly. No rational person would claim that that practice should be declared illegal. However, at the moment that is the interpretation placed on the Act.

The recent inquiry conducted by Commissioner Clarke made some comment in this regard and the need for changes to the law. According to Commissioner Clarke, the law is urgently in need of review. He recommended that some amendments be made to the Factories and Shops Act. He stated that the Act should define flea markets and trash and treasure markets to make it clear that persons selling unwanted personal property are free from the provisions of the Factories and Shops Act and trading hours orders made under Part VIIA of the Industrial Conciliation and Arbitration Act. The Department of Labour Relations, in its submission to the inquiry, admitted that under the Act it could be interpreted that all those persons who operate at the trash and treasure markets are operating shops. That is silly.

Mr. Yewdale: Does the Act allow admission charges to those?

Mr. AHERN: The Act is not clear.

Mr. Yewdale: Is there an admission charge?

Mr. AHERN: Yes, permit fees are payable.

Mr. Yewdale: I mean admission charges paid by the public.

Mr. AHERN: There are none to my knowledge.

Mr. Yewdale: Some are charging them.

Mr. AHERN: Probably there is no restriction in the Act on that practice.

What I am suggesting is that the law needs to be clarified. Charities should be able to obtain permits to sell non-exempted goods, both new and old. Individuals should be allowed to dispose of unwanted personal property. That provision should be liberally interpreted as it is in other States and overseas. I cannot see anything wrong with that.

Those propositions are not consistent with the law as it applies at present. Commissioner Clarke has said so in his report to Parliament and recommended that some action be taken. People ought to be able to know what the law is so that they can operate within it. Furthermore, the Police Department ought to be made quite clear about the intention of the Legislature in this matter. At the present time, it is not clear. People who are found guilty under the Act are fined.

I now want to cite a recent case that came before the Magistrates Court at Holland Park. The defendant's name was Dorothy Gloria Hagarty. Evidence was given by Detective Sergeant William James Young, who said that he was stationed at the Criminal Investigation Branch, Brisbane, and that he knew the defendant Dorothy Gloria Hagarty. He said that he went to the trash and treasure market with Detective Swindells and, inter alia, stated—

> "The goods there displayed appeared to be old or second-hand and consisted of clothing, ladies', gentlemen's and children's; footwear, toys, knives, forks and spoons, candle holders, milk jugs, coffee pots, teapots, jewellery and other items. I saw the defendant at the front of the stall. I saw a woman approach her and purchase a dress from her. That dress appeared to me to be second-hand of old."

Later he gave evidence as follows—

> "Swindells said, 'Are these goods on display second hand?' He indicated the goods on the two trestle-type tables and in front of them. The defendant replied, 'Yes.' Swindells said, 'Are they for sale here today?' The defendant replied, 'Yes.' Swindells said, 'Are you a licensed second-hand dealer?' The defendant replied, 'No, I am not, I am just a housewife.' Swindells said, 'I intend to ask you some further questions in relation to this stall, but before doing so I warn you that you need not answer any questions or make any statement . . . '",

and so on.

He asked the defendant, "Where did you obtain these goods you have here on display?" The defendant replied, "They are all my own personal things." Incidentally, the magistrate said that he could not understand the operation of the law in this regard.

I ask for an urgent investigation of this law so that we may make quite clear what the Legislature wants. In the interim, the police should be directed on how they are to interpret the law.

FINANCIAL POSITION OF QUEENSLAND

Mr. HOUSTON (Bulimba) (12.41 p.m.): Like many other people in the community, I am quite worried about the State's financial position and possible tax increases next financial year.

On looking at the State's income, I note that about half of it is derived from Commonwealth sources and the other half from various State taxes. Pay-roll tax, stamp duty, mining levies and gambling tax are the main sources of State income. Because pay-roll tax militates against employment, we surely do not want to increase it. Stamp duty is charged on normal business transactions. When the Stamp Act was amended recently, I asked the Treasurer if stamp duty was to be increased but I did not really get an answer.

Income from mining depends on the development of our mining areas. The Opposition, like the Government, believes in encouraging mining. However, when the Federal Government began to play a part in determining mining income, it limited the amount that the State Government could collect. For years, the State Government refused to take its just dues from mining companies. It was only the Federal Labor Government that showed the States exactly how to gain money from their natural resources.

The Government is now looking to gambling to increase its income. It is not my purpose today to deal with the gambling scene, but I point out that the taxes I have cited are the main sources of State-derived revenue.

The railway system earns money, but, unfortunately, year after year it suffers substantial operating losses. When we consider the extra money required from the State coffers to meet interest and redemption payments, we realise that the Railway Department's operations are a real and substantial loss to the State.

In the next Budget the two main sources of income will be the amount received from the Federal Government and the income derived from State taxation. I am deeply worried about the lack of Federal money at this time. Over the years the State has ill-advisedly removed some forms of taxation. I am thinking mainly of the abolition of road transport tax. Whether or not the abolition of these taxes was justified will be argued at another time, but it is a fact that the decisions were made virtually on the spur of the moment. The Government was committed to abolishing the taxes, but it has not devised alternative revenue sources. When the Minister for Transport suggested a diesel tax, the Premier wiped it very quickly.

The State's Federal money is based on the financial assistance grant, which is related to personal income tax sharing entitlements. Most States have found that the new federalism formula agreed to by them resulted in their getting less money. That trouble was overcome only by a return to what is now known as the Whitlam formula, which allowed the States to hold a proportion of the money that they were entitled to under the old scheme. But this matter is subject to review next year. Unless the State Government acts positively, I am very concerned that we will lose out badly on that income.

We also know that personal income tax, on which the formula is based, can be very drastically altered if the Government proceeds with a plan, which was mentioned in the news media, of introducing a 2½ per cent surcharge. Those who are interested in finance will recall that, when the 1½ per cent surcharge was introduced, the States had to fight very hard to obtain a percentage of that in conformity with the established formula. The Federal Treasury has not said that the State Governments will receive any part of the 2½ per cent. If that is so, the overall position will be that the State will not receive its true entitlement from the personal income tax formula as originally arranged and understood.

To make matters worse from the State's point of view, the Commonwealth is now suggesting through Press reports—and usually these have an unhappy knack of being very accurate when events come to pass—that, because indexation will be applied to personal income tax, the public will not be as hard hit as one might have imagined. That would mean that the overall amount received by the States would be down. Taxation receipts would only rise by the introduction of the

2½ per cent surcharge, which would give more money to the Commonwealth. Unless the surcharge is taken into account when the base amount of Federal money available is considered, then the States will lose considerably overall. This State, being as I said very dependent on Federal money, will suffer.

I make this plea to the Government, through the Premier and the Treasurer: whatever happens, if the 2½ per cent surcharge is proceeded with, it has to be carried through to the States this financial year. More importantly, when the agreement has to be drawn up again next financial year, a completely new basis of a formula has to be found.

Another factor being considered by the Government, according to the media, is the consideration as joint income of the income of one member of a family. This probably would apply to all joint incomes. The result, of course, would be an overall reduction in personal income tax. I for one have advocated allowing a husband and wife to virtually share their income when the wife is looking after the home and has not an income of her own. In those circumstances, I think sharing is only just and reasonable. I have advocated that in many places. However, it is a Federal matter. If it is proceeded with, I am sure that it would be in the interests of the people of our nation.

On the other hand, looking at it purely from the State's point of view, because the net personal income tax will be reduced the amount of money coming to the State will also be reduced. I do not think that that is desirable. Therefore, I believe that when the new formula is negotiated the State has to demand that we also get a percentage of the amounts received in company taxation. After all, the development of new ventures in the State requires a substantial amount of funds. When a new mine is opened, a new smelter is constructed or any other new industry is established, or even when an existing industry is expanded, there is a call upon the State to provide large sums of money to carry out the development of the project. To me it is ridiculous that, although that development takes place—it certainly creates employment; I am not denying that—the Commonwealth Government gets all the income from company taxation and hangs on to it itself. Therefore, the new formula has to be based on company taxation and personal taxation.

The personal taxation idea would have been all right in the days when that was the major source of income and one could know substantially the amount that was coming in. These days, when the Federal Government seems to be changing the taxation formula every year and all States, particularly Queensland, have developed their secondary industries and commerce to such an extent, there has to be a reimbursement. It would not be practicable to speak about companies that are owned in this State. Because of take-overs and the fact that many companies have their headquarters in Sydney and Melbourne, company activity in Queensland is only a subsidiary action.

(Time expired.)

PLANNING FOR ROAD AND RAIL TRANSPORT

Mrs. KYBURZ (Salisbury) (12.51 p.m.): Today I rise to voice concern about the lack of future planning of transport, particularly for the southside of Brisbane, in both the private and public spheres.

My anger is occasioned by a matter about which you, Mr. Deputy Speaker, have made recent comment. We have, under the State Government, the Metropolitan Transit Authority. It puts out a very full and thorough annual report. Because of lack of communication between back-bench members and the authority, it is very difficult to find out if there has been any future planning for transport in this city.

The authority has spent $862,000 on planning and research projects, which has gone to private research groups. After that amount of money has been spent, one has the right to know, as a member representing some 20,000 people, where the research and planning section of that authority is allocating its future resources.

A total of $28,000,000 has been spent on capital works for the electrification of the southside suburban railway system and for the cross-river rail link. However, platform reconstruction has been a slowly growing programme that I am not entirely happy about, particularly considering the state of the interstate railway platform. It would have to be one of the last relics of Victoriana that we will see preserved in this State. Unlike other buildings, it seems to be staying up and staying up. I wish the Government would move as quickly on it as it did on the Bellevue. It would have to be the most dilapidated building on the southside.

I have read the reports from both the Commissioner for Railways and the Metropolitan Transit Authority. In them there is no statement on the South Brisbane Railway Station. As it is the first point of entry for tourists who travel by train, this is a very frightening fact.

The station has only two redeeming features. I have looked very hard at it because I have travelled fairly frequently on trains in the south. It has tropical plants placed there to beautify the place in an attempt to overcome the drabness and a station-master who is kind to dogs. There is nothing else good that I can say about it. The ladies' room is absolutely deplorable. The steps leading up to it make it extremely difficult for elderly people to reach it. They have to be driven up the ramp. It is a very sad state of affairs for them if they do not have anyone to drive them, because there are

many, many steps to climb. The place is grey, grotty and dirty. In fact, it is a grimy, dilapidated wreck. What is happening to it?

Petrol prices might reach 30c a litre by mid-1980, according to the oil companies, so we have to consider the various alternatives to private transport. We must also consider a co-ordinated system of public and private transport. Perhaps we should consider a cessation of freeway construction when the freeway reaches Springwood. After all, in the future, it is public transport that will be extremely important. Because of the Commonwealth Games in 1982, we need to be looking further ahead than 1982. We need to be looking towards the year 1985. If petrol is to be so extraordinarily expensive by 1985, people in the outer suburban areas will have to consider either moving or getting a job much closer to home. How on earth anybody would ever find a job in areas such as Calamvale and Greenbank, I do not know, unless the job was doing somebody else's housework.

There are main roads in those areas, particularly around and in my electorate, that have caused considerable concern. No-one seems to know what will be done with them, to them or for them. One is Mains Road in Sunnybank. It needs a new overhead bridge. The present one is rickety and is extremely dangerous. For the amount of traffic it carries, it is absolutely scandalous.

Because the Commonwealth Games site is on Kessels Road, it is being upgraded. However, a hospital is also being built on that road. Yet again, we have a hospital being built on an extremely busy and noisy thoroughfare.

Beaudesert Road is the one road on the southern side of town that is worthy of praise. It has been upgraded and is well used. It looks as if the Main Roads Department has considered the planning of Beaudesert Road very carefully.

Then we come to Boundary Road. There is a railway goods yard on Boundary Road, which holds up traffic for up to half an hour during peak hours while engines shunt backwards and forwards looking for all the world like games a child plays on the lounge floor.

Orange Grove Road, which runs through the heart of the southside, will eventually quieten down when the freeway extension is opened.

Although it seems that Compton Road carries traffic only in Woodridge, in fact it carries a lot of traffic from the southern suburbs of Brisbane such as Springwood and Slacks Creek over to the G.M.H. plant at Acacia Ridge.

These key roads are important not only for through traffic but also to get people to interchange railway stations. I want to know what the plans are for the southside of Brisbane, not so much so that people can travel more easily in their own private transport but so that they can use public transport. I want to ensure that the southside of Brisbane will not be inconvenienced up to and including 1982.

That brings me to some points I have gleaned from the annual report of the Metropolitan Transit Authority. I am not denigrating the work of that authority, but I would like to support your plea this morning, Mr. Deputy Speaker, for more committees in this Parliament. We need to know what is going on with authorities of this sort. I believe that as members of Parliament we have a right to know, and that we should not have to go around foxing public servants and saying, "Well, can I get this from your department or can't I?" It is extremely difficult. I am sure many members would agree with me that, unless a member badgers people or badgers a Minister, it is extremely difficult to find out what is going on.

Mr. Jones: It's much more difficult for the Opposition.

Mrs. KYBURZ: I am sure it is much more difficult for the Opposition.

I understand the Metropolitan Transit Authority is drawing up a development plan, and I want to know whether it has been completed. I think the members of the Metropolitan Transit Authority ought to come down to this House and brief each and every member of Parliament on just what is being done in planning for future transport needs. I think those Opposition members representing city or near-city areas have just as much right to know as we do. The planning and research programme I referred to earlier is required to be completed by the end of this financial year. I will be particularly interested to see what they come up with.

This leads me to a statement in Monday's "Telegraph" by the Commissioner for Railways, who warned of serious unemployment as rail revenue continued to drop. Of course, the poor man has been warning us about that in every annual report he has made since he became commissioner. On the first page of his last annual report he says—

> "Unfortunately, the cost of providing the service"—

that means the multitudinous railway services—

> "does not reduce proportionately and there will need to be no diminution in efforts to implement ways of containing, if not reducing such expenditure."

I would like to know how on earth the expenditure on the Railway Department is going to be reduced when some of its profitable services seem to be under threat at the present time. I refer to not only the cartage of coal and minerals in the northern and central parts of Queensland but also the

major drop in patronage on the suburban railway network. This is all detailed very carefully in his report.

I suggest that after electrification is implemented and we get away from the antiquated, ghastly carriages that are now used on the southern side of the city, perhaps more people will travel by train. At the present time I am scared about being carried past my station because a person cannot get out of the carriage. The handles are very hard to reach, and a short person like me or an old person just does not have the strength to open the door. It is an absolute scandal that we are still transporting people in such carriages. I would be very hesitant to even carry dogs in them.

In Monday's "Telegraph" the commissioner cited three factors that have affected the operations of the railways and are continuing to do so. One of those factors is the continuing publicity about the handling of cattle on trains. I would like to take that gentleman to task if he is insinuating that that publicity will mean the cessation of shipment of cattle by train. I could not imagine he would do so because I have been assured by various people such as Mr. Brooks, the chairman of the Diamantina Shire—he lives in Birdsville and knows all about cattle and how they are shifted from A to B—that the Railway Department is largely responsible because it has ceased spelling cattle. With the cessation of spelling, the cattle become tired, and once they go down they do not have the strength to get up. I do not know whether the Railway Department should be considering deploying as drovers some of the people who the Commissioner for Railways says are about to become unemployed. But the fact is that a record number of cattle have been transported in the last financial year and cattle prices are now buoyant.

Mr. Houston: Do you know what drovers get?

Mrs. KYBURZ: No.

Mr. Houston: $20 a wagon, for a wagon of about 20 cattle.

(Time expired.)

[*Sitting suspended from 1.1 to 2.15 p.m.*]

WIVENHOE DAM AND HYDRO-ELECTRIC WORKS BILL

INITIATION IN COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Hon. J. BJELKE-PETERSEN (Barambah—Premier) (2.16 p.m.): I move—

"That a Bill be introduced to provide for the construction of a dam on the Brisbane River at Wivenhoe and of works associated therewith and to provide for the construction of a dam on Split-Yard Creek and of hydro-electricity generating works associated therewith and to provide for related matters."

In 1971 the Government decided that the next major augmentation of water supply for Brisbane and the surrounding areas, following the completion of the North Pine River Dam, would be effected by the construction of Wivenhoe Dam on the Brisbane River. This dam will approximately double the amount of water presently available at the Mt. Crosby treatment works.

This dam will also have a large flood-storage compartment to temporarily retain Brisbane River flood waters. It will substantially reduce flood damage to existing developments in the flood plain in Brisbane and Ipswich cities and parts of Moreton Shire due to future floods in the Brisbane River.

The Government also decided that the new Wivenhoe Dam should be used as the lower storage for a major pumped storage hydroelectric generating station to meet peak power demands. The hydroelectric project involves the construction of an upper-storage dam on Split-Yard Creek, and interconnecting works between the two dams including a power-station, pumps, and generating equipment.

The total project is thus both large and complex, and it involves total capital expenditures in excess of $200,000,000. The construction of the two parts of the project has to be closely co-ordinated with regard to construction times. Other works such as the relocation of roads that will become inundated when Wivenhoe Dam fills, the construction of major bridges and the relocation of electricity and telephone services also have to be completed before the major dam starts to fill with water.

The Government was aware of the major effect that the works would have on the Esk Shire and on the landholders who would be displaced by the new Wivenhoe Dam.

A total area of 20 650 ha of land is required to provide for urban water and flood storage and to provide for a buffer area around the lake. All the river flats within the ponded area of the dam have been acquired. In the case of many land-owners, the loss of their river flats will make the remainder of the property uneconomic and therefore the whole property has been acquired. In all, an area of approximately 31 000 hectares has been purchased. About 240 property ownerships and 700 people are affected.

The Government adopted a policy of early land acquisition by negotiation if landholders so desired. The property was then leased back to the original owner if he so wished. This ensured that landholders would have adequate time to re-establish themselves before their land was inundated and that the acquired land was kept in production until needed to store water.

The complex interrelationships between the water-supply and hydroelectric aspects of the scheme, the large number of contractors on the site at one time, the number of authorities and departments that are involved and the large number of properties to be acquired were the reasons why the Co-ordinator-General was made constructing authority for the total project.

The State Electricity Commission has provided from its sources the funds required for the pumped storage hydroelectricity generation project. The State Government, through the Co-ordinator-General's Department, has raised all loan funds required for the land acquisition and the works associated with Wivenhoe Dam. It is estimated that at 30 June 1979 expenditure on the urban water supply part of the total project will total about $59,000,000. Responsibility for this expenditure, and the future expenditures required to complete the project, should be transferred to those water users who will benefit from the dam.

Because the Government receives no revenues from the sale of the water, interest and redemption charges on moneys so far expended have been capitalised each year. The financial responsibility with respect to the urban water supply costs should be transferred as soon as possible to the Brisbane and Area Water Board to be set up under the Bill introduced by the Honourable the Minister for Local Government and Main Roads. This would ensure that no further capitalisation of interest and redemption occurs and, further, that the annual costs of interest and redemption in future are met from revenues.

The Bill now being introduced is, essentially, a machinery Bill complementary (so far as Wivenhoe Dam is concerned) to the legislation that will establish the Brisbane and Area Water Board.

The Bill provides for the transfer to the water board of past expenditures associated with Wivenhoe Dam, and for the provision by that board of the further funds required to complete the works associated with urban water supply.

Since funds for the construction of the Split-Yard Creek Dam and other aspects of the hydroelectricity generation project have been provided by the State Electricity Commission from the commencement of the works, there is no need for financial arrangements to be made with respect to that part of the project.

Finally, the Bill provides, on completion of the works, for the divestment from the Co-ordinator-General of all property of every sort associated with the project, and the vesting of titles to such property in the water board or the generating board as the case may be.

I commend the Bill to the Committee.

Mr. CASEY (Mackay—Leader of the Opposition) (2.23 p.m.): It is rather a pity that this Bill did not come on in its correct order on the Business Paper so that it could have been considered, discussed and debated before the Brisbane and Area Water Board Bill passed through this Chamber. That is one of the unfortunate things that Governments do from time to time, and I suppose that, technically, if the proposed Bill was not passed by this Assembly, the Brisbane and Area Water Board legislation would become invalid. I make that point to show that Governments must follow correct procedures in bringing measures before Parliament and not show complete disrespect for this institution. In his introductory remarks, the Premier referred to the schedule to the proposed Bill relating to various lands and so on that were also referred to in a Bill previously brought before this Assembly.

Of course, Wivenhoe Dam was originally approved as a dam for flood-mitigation and water-supply purposes. Generally speaking, it was to provide additional water supply for the Moreton region. Much play was made of the fact that it was for flood-mitigation purposes because at the time the memory of the 1974 flood still lingered, particularly in Brisbane, and preliminary work was then being undertaken. Of course, the use of the Split-Yard Creek Dam as a power source was later added to the original proposals. I believe that the water-supply aspect of the particular proposal now before the Committee was canvassed adequately during the debate on the Brisbane and Area Water Board Bill, and it is estimated that the Wivenhoe Dam will provide sufficient water for the area till 1992.

I shall now touch on the flood-mitigation aspect of the Wivenhoe Dam, which I believe is very important to the people of Brisbane. The 1971 report confirmed that, despite the construction of the dam, there would still be a very grave risk of flooding in the Lower Brisbane Valley. Therefore, I do not want the people of Brisbane to gain the impression that the Wivenhoe Dam is the be-all and end-all in flood mitigation. They were given a false impression when the Somerset Dam was built. Despite the major storage strucures of the Somerset Dam and the Wivenhoe Dam, there will be a grave threat to both Brisbane and Ipswich from flooding in the Brisbane River.

Sure enough, the 1974 flood was the worst since 1893. In the period from 1841, when records were first kept, to 1893, the Brisbane River experienced three floods that were worse than the 1974 flood. In fact, between 1841 and 1975 a total of 35 floods that occurred in the Brisbane River caused damage. The Somerset Dam, of course, lessened the severity of some of the minor floods.

Another aspect that must be considered is the demand for water. Because of the efforts of the Labor Brisbane City Council

in sewering Brisbane, the Somerset Dam's capacity proved to be insufficient to meet the consequent demand for water.

After the 1974 flood, the Snowy Mountains Engineering Corporation was engaged to collect data on the flood and to examine flood mitigation in relation to the Wivenhoe Dam with a view to increasing the size and scope of the structure. That data showed that the damage caused by the 1974 flood amounted to $178,000,000, which is almost the total cost of the proposal that we are now considering. Even though the burden of much of that cost fell on individuals, it was a community cost. Nearly 13,000 buildings were affected by the 1974 flood.

The risk of further flood damage is still very high indeed, as is the risk of further financial loss. Furthermore, in spite of the Wivenhoe Dam, there will be danger to life in the lower Brisbane River reaches. No price can be placed on that, nor can a price be placed on the social anxiety and hardship that accompany floods. Any money that will help alleviate the effects of flooding will be well spent. However, this proposal will not be the be-all and end-all.

Complementary flood-plain zoning is required in the areas of the Brisbane and Bremer Rivers. The flood flow in a river is affected by many factors. For example, the flow is affected by variations in rainfall and the areas in which it occurs. The Wivenhoe Dam will really control no more than 40 per cent of the Brisbane River catchment area. Admittedly a big percentage is covered by the Somerset Dam. However, near the tributaries of the Brisbane and Bremer Rivers, tributaries on which no flood mitigation works are established, there are areas in which heavy rainfall can cause further flooding.

Flooding seems to increase in areas in which a great deal of subdivision has occurred. The run-off from residential areas seems to be much greater than that from undeveloped areas with natural soakage. Therefore, a change in land use is a vital factor.

Another factor is dredging, such as that carried out in the lower reaches of the Brisbane River, and the taking of sand and gravel in large quantities from the upper reaches. This has the effect of altering the flow of the river.

Mr. Gunn: Most councils do not allow household tanks now, and that would add to the problem.

Mr. CASEY: This is all involved in run-off. The run-off from the roof of a house can be quite a large volume, and in a large subdivided area the problem is compounded.

The area that will be controlled by the Wivenhoe Dam includes the highest rainfall areas in the catchment zone. So it can be seen that under certain conditions a major flood can still occur in the Brisbane and Bremer Rivers.

The 1893 flood had two major peaks, which occurred two weeks apart. That two-week period will be an important factor in relation to the Wivenhoe Dam. In 1954, and again in 1974, two major cyclones struck the Brisbane area within two weeks. Both were accompanied by high rainfall. We were extremely lucky that the flooding on the Australia Day week-end in 1974 was not much worse than it was.

It is important that I should point out that it will take two weeks to empty the flood compartments of the Somerset Dam on the Stanley River and the Wivenhoe Dam. If two cyclones accompanied by heavy rain should occur within less than two weeks, they could create major flooding in the Brisbane River equal to that of the floods in 1974 and 1893.

I have referred to only major flooding, but I emphasise that because it will take two weeks to empty the flood compartments of these major storages it may be necessary to maintain minor flooding in the lower reaches of the river if the dams are to be used properly as flood-mitigation structures.

Properties on the lower flood plains of the Brisbane and Bremer Rivers will always be subject to flood problems. That applies particularly in the lower tributary creeks, where back-water flooding occurs. You, Mr. Miller, and many other honourable members know from experience what happened in the lower tributary creeks in the 1974 flood. Perhaps Oxley Creek and Breakfast Creek are prime examples of what can happen with back-water flooding. It is quite probable that flooding will have to be maintained for a further two weeks while the flood compartments are being emptied. My point is that the Wivenhoe Dam will not eliminate flooding in Brisbane, Ipswich, Moreton and other shires that have been sorely affected by flooding.

The community bears the cost of flood mitigation in certain circumstances.

Mr. Ahern interjected.

Mr. CASEY: I am not being critical; I am putting forward constructive suggestions for the benefit of the people in those areas. They must realise that the Wivenhoe Dam will not be the be-all and end-all in flood mitigation. I feel sure that you, Mr. Miller, and the honourable member for Landsborough realise that certain people will say that the Wivenhoe Dam will prevent flooding. Smooth real estate salesmen, who seem to be the bastions of the National Party in Queensland, seem to thrive on such statements.

Government Members interjected.

Mr. CASEY: I am reminded of what was done on Russell Island and in many other places. It seems that the real estate agents acted like King Canute so far as the tide was concerned. They are not at all worried

about selling flood-prone areas. I thought my comments would liven Government members. They have been a little quiet today.

I emphasise that the community bears the cost of floods in the same way as it has to bear the cost of flood mitigation. People living on the flood plains in Brisbane will benefit from the Wivenhoe Dam, but long-term zoning is essential in these areas. We are looking at long-term procedures. We have records going back 140 years relative to flooding of the Lower Brisbane River and they provide a good basis for determining what is likely to happen and how it can be prevented.

It would be far better if we were putting additional funds into other works rather than using them to meet recurring costs that arise in times of flood. The alternative is land acquisition, but that is much dearer. So long as zoning is implemented on a long-term basis, it will give the people who now own the land an adequate return from the use of the land until the change-over takes place.

I believe that there is also a need for public education on flood mitigation. That is why I am stressing this aspect of the Wivenhoe Dam at this stage of the Bill. There is a real need for the public to be well aware of the fact. We are now five years away from the 1974 Australia Day floods. In many of the low-lying areas that were badly affected there are new tenants and new proprietors. Slowly the original owners have sold out and moved away. Somebody else has moved in. They are the ones who will be caught up with the problems of the next flood experienced in the lower reaches of the Brisbane and Bremer Rivers.

People have to be educated in these matters in the same way as they have to be educated on the manner in which flood warnings are to be interpreted. I do not want to rehash the hassle we had during the debate in this Parliament after the 1974 floods, except to mention that all members recognised at that time that the manner in which flood warnings were given was not such as could be clearly understood by the public in the various suburbs. The Brisbane Port Office meant nothing to someone in another locality. It meant nothing to somebody at Jindalee. It is very important that flood warnings be given in a manner that enables people to understand what will happen in their own areas.

Flood emergency plans are gradually being developed under the State Emergency Service. Once again, there is not enough public participation in this work. Consequently, there is not enough public knowledge of what is happening with flood emergency planning. In many areas, flood-proof buildings have been constructed. The new building code helps a little in this respect. However, there are very many areas in the lower reaches of the Brisbane River where this does not, but should, apply.

The TEMPORARY CHAIRMAN (Mr. Miller): Order! I do not wish to restrict the Leader of the Opposition, but he is tending to devote more time to Brisbane flooding than to the Wivenhoe Dam.

Mr. CASEY: It is all tied up with the Wivenhoe Dam, which will be of great importance to Brisbane. This was stressed by the Premier when he introduced the Bill. This point is very important and is tied up with the overall concept of the dam. In addition to the construction of the dam itself, there is a need for clearing the floodway as a flood-mitigation measure.

There is one other point. Because of the water commitments of the Wivenhoe Dam and also the Split-Yard Creek aspect of the hydro scheme, this project spells the death-knell of any possible major power-station on the West Moreton coalfields over the next 20 years. Insufficient water will be available from the Wivenhoe Dam for such a purpose. No allowance whatever has been made for West Moreton in the schedule of water uses for the dam storage. This is something the people of Ipswich and West Moreton generally would be concerned about. In his introductory remarks, the Premier mentioned property resumptions. Certainly resumptions were commenced early for the Wivenhoe Dam. However, there are some delays. It is very important to people throughout the length and breadth of the State that, for projects such as this, property resumptions be effected as fairly and as quickly as possible. People sometimes face long delays in getting a fair and equitable return for land that is to be resumed by the Government. It is most desirable that acquisition be expedited.

It has been drawn to our attention, and corroborated by the Government's actions, that in recent times there has been a shortage of funds for the continuation of work on the Wivenhoe Dam. In fact, work has slowed down because of a shortage of funds. All is not well in that sphere; but I will have more to say on that at the second-reading stage. However, it is significant that the next major contract for the dam has been held back until the start of the next financial year to enable the Government to get out of the poor financial position in which it presently finds itself.

The State Opposition has no objection whatsoever to the construction of the Wivenhoe Dam. We have discussed this in the past and made mention of it in this Parliament. It is necessary for the future of the south-eastern corner of the State. It is most necessary for both public and industry use as development takes place in this area. We would add, however, that it is rather significant that major structures of this type have all been in the south-eastern corner of the State. The State Government has not looked further, to the provincial areas and country areas, to ensure that those

regions are developed in a better way. Such planning will progress much better under a Labor Government in this State.

Mr. GUNN (Somerset) (2.40 p.m.): I do not wish to take up a great deal of the time of the Committee but I found a few of the remarks of the Leader of the Opposition extremely interesting. There has been much argument about this Bill and the Brisbane and Area Water Board Bill and the timing of their introduction. When the Premier introduced this Bill into the joint-party meeting, he mentioned that these two Bills would go together. It was explained in the Chamber last night that the joint proclamation of these two Bills is absolutely necessary. We could argue which comes first, the chicken or the egg, and we would certainly get nowhere.

The Leader of the Opposition was permitted to spend a little time on flood mitigation. I shall take only about a quarter of the time that he took to answer some of his comments and possibly to agree with some of his comments. One of our scarcest commodities after the year 2000 could be water. We talk about flood mitigation and it irks me that the by-laws of the Brisbane City Council do not allow Brisbane people to install tanks. Possibly this applies also in many provincial cities.

In the country, water is regarded as a very scarce commodity. We have plenty of underground water where I live but we use large concrete tanks. There has been a tendency, particularly in farming, to preserve as much water as possible. The big concrete tanks are made locally and their manufacture is a big industry. Each tank holds about 6,000 gallons of water. They should be allowed in Brisbane, too.

The quality of the water in them is excellent and it is soft. People who have been transferred from western areas to townships such as Laidley and Gatton have pointed out that their wives enjoy washing their hair in soft water.

Mr. Davis: What do you use mainly, bore water?

Mr. GUNN: The water in the concrete tanks is much superior to the water I have to use in the Parliament Annexe. It is hard, despite the fact that it comes from my area.

The Leader of the Opposition mentioned flood mitigation. It is an accepted fact that the building of the Wivenhoe Dam is not the be-all and end-all for Brisbane. Brisbane is affected by the Bremer River and the Lockyer and Laidley Creeks, and all of the Lockyer Valley area, which bypasses the Wivenhoe Dam. The Bremer River is fairly big and it caused a good deal of concern in the 1974 floods.

Mr. Davis: When was the last time you inspected the Wivenhoe development?

Mr. GUNN: I have to pass it every week.

Mr. Davis: I did not say "pass it".

Mr. GUNN: I am pleased that the honourable member brought this up. I am grateful to the Co-ordinator-General's Department, in particular, for showing the grain-growing groups, the agricultural groups and the shire councils over this project. It has always been ready and willing to do this. Not long ago I had the pleasure of taking some members of Parliament over it. It would do the honourable member for Brisbane Central a lot of good if he jumped into his little Sigma and got out there one week-end.

Mr. Davis: I am glad you mentioned that because we didn't get an invitation.

Mr. GUNN: He has one now to come up any time he likes, and if he cares to ring me first I will go with him.

Flood mitigation is not worth a crumpet unless it is managed properly. The flood mitigation afforded by this dam would be of no consequence if it was filled to capacity. In 1974 the Somerset Dam level was too high so that it had little effect in flood mitigation. The honourable members on this side of the Chamber who have any engineering skills would know that this was the cause of a lot of the flooding in Brisbane. I think the level was kept at 135 ft. If it had been lowered by about 5 ft., it would have assisted greatly in offsetting the effects of flooding in Brisbane. The decision that the dam will be managed by a board and not a political council has taken a great load off my shoulders. We do not want a repetition of the action of the former Lord Mayor of Brisbane in ordering the closure of the gates at Somerset Dam. This was of no consequence to Brisbane because it takes a fortnight for water to flow from the dam down to Brisbane.

It was interesting to hear the Leader of the Opposition advocating the payment of fair prices for resumptions in the dam area. By the same token, last night the honourable member for Sandgate accused us of being overgenerous to people in the area because they were National Party supporters. He also said that no appeals were ever made to the Land Court, which shows that he has done absolutely no homework on his matter. Some of the biggest land-owners in the area, in particular the Norths and the Conroys, have taken their cases to the Land Court. There are several other cases now listed for hearing in the Land Court. Some people are not satisfied with the prices they have been offered.

Mr. Prest: Money hungry! You've got a valuer who gives you an updated price; that's why you go to the court.

Mr. GUNN: Under our system one can disagree with the valuer; one does not have to take what one is offered. It is not an

unimproved valuation. The people I mentioned have been in the area for generations and I have done a lot of work to get as fair a spin as possible for them. I will say that the departmental officers have been as fair as possible, but there is a difference of opinion on soil types. I do not blame the land-owners for their decision; they will be selling this land only once. It is the replacement of these properties that is important to them. Many of the people in the area are not elderly people ready to retire. They will continue in the grazing industry and they have to replace these properties. Members opposite should try to buy prime land equal to that of these people who are living on in the Brisbane Valley at the present time.

Mr. Davis: What about the ordinary person when his house is resumed? Does he get a fair price?

Mr. GUNN: I think so. He has the right of appeal, as does everybody else.

The honourable member for Sandgate said that there had been no appeals to the Land Court on these resumptions. That tells us how little he knows. The fact is that there are still cases pending in the Land Court over these resumptions.

Mr. Austin: Would you say they should check the Brisbane City Council's records?

Mr. GUNN: Yes, particularly those relating to the North Pine Dam. If the honourable member for Caboolture was in the Chamber, he could tell us quite a lot about what happened regarding resumptions for the North Pine Dam.

Mr. Kruger interjected.

Mr. GUNN: The honourable member for Caboolture was the previous member for Murrumba, as the honourable member knows. Because the farmers in the North Pine area could not get their money out of the Brisbane City Council, some of them even committed suicide. The Brisbane City Council has a pretty sloppy record in resumptions.

The 250 resumptions in the Wivenhoe area were carried out in a totally impartial manner. The people in the area will get a fair spin from the Government. We do things properly. Officers of the Valuer-General's Department place a certain value on the land. Then when the land-owners are served with notices of resumption they employ a private valuer to value the land and advise them on the price. There is then invariably a round-table conference about this price. It has been my duty to bring many deputations down here to Brisbane to talk to the Premier and members of the Co-ordinator-General's Department about these prices to see if we can get an increase in the valuation. I think the officers concerned have been scrupulously fair in these dealings and the people concerned have gone away satisfied.

Certainly some high prices would have been paid, but there were some large properties in the area that have been held by the same family for generations. People such as the McConnells and Conroys have held the same excellent properties for generations, and these properties were tremendous producers. I might say that some of the best land in Queensland, and perhaps in Australia, is contained in the resumption area.

Mr. Davis: You've made the same speech the last six times.

Mr. GUNN: The sad situation is that I have not yet convinced the honourable member. Members of the Labor Party continue to rise in this place and make statements about these resumptions almost as wild as those the Lord Mayor has been making about the Brisbane and Area Water Board. Somebody has to refute them.

Mr. Prest: The Government is now trying to cover up by big ads in today's paper.

Mr. GUNN: Cover up—my God!

Mr. Prest: Are you trying to soft-soap the people now?

Mr. GUNN: We do not have to soft-soap the people at all; they are absolutely convinced. But I think we have to fight fire with fire.

I commend the Government for answering the Lord Mayor, who put in "The Courier-Mail" full-page advertisements containing absolute tripe and sent out little pamphlets to people and asked the people to sign them. The people who pass any street corner in the city of Brisbane will sign anything. Some people who sent in protests to me do not live within 100 or 150 miles of Brisbane. They would not know. I am sure that some of the people in Brisbane have never tasted good water.

I commend this Bill. As the Premier stated, it is just a machinery Bill. It is absolutely necessary and it has to be considered in conjunction with the Bill that we passed last night.

Mr. AKERS (Pine Rivers) (2.52 p.m.): I want to say a few words in support of this Bill. In doing so, I would point out the penchant that the Opposition seems to have for dramatising trivial matters and ignoring very important ones. Opposition members made a great fuss yesterday—they even divided the Assembly on the question—about the fact that there was no mention in the Brisbane and Area Water Board Bill of the Bill about which we are talking today. They said that this Bill should have been introduced first.

Mr. Warburton: Last night you agreed.

Mr. AKERS: Did the honourable member listen to what the Premier said? This Bill will hand over the Wivenhoe Dam to the Brisbane and Area Water Board. It is precisely the same thing. The two Bills have

to be considered together. The Opposition made great play about the legality of the Bill that was dealt with yesterday. It divided the Assembly in an attempt to hold the Bill over.

Mr. Gunn: Grandstanding.

Mr. AKERS: It was grandstanding, because honourable members opposite were caught out. They were shown to have been misleading the people and trying desperately to confuse them about something good that was being done. Now the Leader of the Opposition has said the same things about this Bill. He is trying to create some doubts about it. The frightening thing is that the Leader of the Opposition is playing on people's fears. I am getting very sick and tired of the Opposition's playing on people's personal fears about flooding.

I point out what has been said here on many occasions: this dam, when it is constructed, will have an effect equal to reducing the level of the flooding caused by the 1974 flood by 2.4 m at the Port Office. The figure increases as one moves further upstream. If this dam had been built then, it would have reduced the level of flooding by 4.1 m at Oxley Creek and by 4.6 m at Centenary Bridge. If this dam had been built, many, many houses in Jindalee would not have been flooded in 1974. It would have reduced the level of flooding by 5.2 m at Moggill Ferry. If this dam had been built, at Ipswich West—and I am surprised that people like the honourable member for Ipswich West do not seem to care about the effects of flooding—the level of flooding would have been reduced by 5.4 m. If a similar flood occurs in the future, large numbers of people will not have their homes inundated with water and destroyed and they will not have their crops damaged and totally destroyed.

But all we hear from the Leader of the Opposition is the cry that this is not very good. He complains now that there is no provision for an electricity-generating station to take water from the Wivenhoe Dam. Yet yesterday, the Opposition spokesman on local government held up the front page of the "Sunday Sun" and complained that water was going to be taken from the Wivenhoe Dam for the Tarong Power Station. So the Opposition has to make up its mind what it wants. Does it want a generating station to use water from Wivenhoe Dam, or does it not? Two Opposition spokesmen have spoken on the subject and put completely opposite points of view.

The Leader of the Opposition has called for fair play for land-owners whose land is resumed. Any talk by the A.L.P. about fair compensation for land that is resumed is a complete sham. The record of the Brisbane City Council, with its Labor administration, in the North Pine Dam area is something on which the honourable member for Murrumba should be speaking, because he knows all the details. The honourable member for Caboolture, who still represents many people who have been seriously affected by the actions of the Brisbane City Council, has explained the problems. Some of the people from whom the Brisbane City Council resumed land are desperate.

Mr. Warburton: Why don't you tell us the facts? That is not correct. Tell us the facts.

Mr. AKERS: I will give the honourable member one case in which a family—and I know this family personally—had half its farm resumed. That reduced its effectiveness almost completely and the family has been paid virtually nothing.

Mr. Davis: Tell us how much they have been paid.

Mr. AKERS: A few miserable thousand dollars for about 80 acres of the best farming land available close to Brisbane. The people concerned have been left with the worst of their farm, and the excuse given by the Brisbane City Council is that it had been enhanced in value. The people want to run it as a farm—they have always wanted to run it as a farm—and they are still living on it and trying to run it as a farm, but it is not viable any more. The Labor City Council is associated with honourable members opposite, including the Leader of the Opposition, who tries to claim that he is leading the A.L.P. in Queensland. That is the sort of thing that it has to overcome.

The TEMPORARY CHAIRMAN (Mr. Miller): Order! I ask the honourable member to come back to the motion before the Committee.

Mr. AKERS: That will not happen in the Wivenhoe Dam area because the Brisbane and Area Water Board will have a feeling for people and will have authority to compensate people adequately. People in the area will be represented on the board.

My only criticism of the Bill is that it is too late. It should have been introduced some time ago, because I believe that it was wrong to capitalise the interest and redemption on the loans for all this time. What I am saying is that there should have been a higher water rate in Brisbane and surrounding areas over the last couple of years. In the long run, many hundreds of thousands of dollars would have been saved if the Bill had been introduced three or four years ago.

I certainly support the introduction of the Bill, and I welcome the construction of the Wivenhoe Dam. In the early 1960s, when construction of the North Pine Dam was under consideration, the Pine Rivers Shire Council, through its Water and Sewerage Committee—and at that time my father was chairman of the committee—gave the State Government good, solid reasons why Brisbane should have built a dam then and why the North Pine Dam should have been built

in stages by the Pine Rivers Shire Council. In a brochure published at that time, the Pine Rivers Shire Council said that if what was then called the Middle Creek Dam—it is virtually the same dam as the Wivenhoe Dam—was not built, large areas of Brisbane would be flooded, and the brochure contained a map showing the areas that would be flooded. The 1974 flood showed that to be accurate. As I said, my only criticism of the Bill is that it is being introduced many years too late.

Mr. INNES (Sherwood) (2.59 p.m.): I shall speak only briefly to the motion. The dam that will be built as a result of the implementation of the Bill has significance for my electorate. It is well known that Sherwood was one of the worst-hit electorates in terms of residential damage during the 1974 flood.

I wish also to trespass on your tolerance, Mr. Miller, as the Leader of the Opposition did. Although I cannot say that there will be no benefits from the point of view of flood mitigation, the benefits that will be provided by the flood-mitigation component of the Wivenhoe Dam will be minimised, or will be significantly reduced, unless corresponding action is taken downstream of the dam in relation to development on the flood plain. It will be known by many honourable members that development has continued unabated, and, if anything, at an accelerated rate, in the Oxley Creek flood plain. Extensive filling has been carried out adjacent to Ipswich Road and the Brisbane Market complex.

In the Yeronga electorate lies a large tract of undeveloped land that is owned by the Department of Primary Industries and used as an experimental farm. It will probably be disposed of in the forseeable future. If it is, the recently implemented provisions of the town plan, which make filling a use and therefore susceptible to the control of the council, must be policed vigorously to ensure that no more filling is allowed in this flood plain.

I understand that American experience has shown that, although flood-mitigation work takes place in relation to the building of weirs and dams, any beneficial effect can in some cases be totally neutralised by development that is allowed to proceed in the flood plain. The result from those vast capital works is a net loss rather than a net gain.

I make the point that the great benefits that will result from the construction of the Wivenhoe Dam, which I applaud and which the residents of my electorate welcome, will be reduced unless co-ordinated action is taken concerning the flood plain.

In the same way as the building of the Wivenhoe Dam was approached by the State Government and its many excellent and expert officers to resolve a regional problem, these other matters, too, must be approached on a regional basis. The benefits that will flow from flood-mitigation work are regional benefits. Certainly they affect principally the residences in my electorate, but in Yeronga and other electorates benefits are felt through the protection of commercial and industrial properties. Many people who reside in adjacent towns, shires and cities find their place of work in the city of Brisbane and on some of those flood-prone properties.

In the same way as the Liberal members support the Brisbane and Area Water Board Bill on the basis that the benefits outweigh some of the obvious demerits in terms of cost and the ceding of certain powers that hitherto rested with the city of Brisbane, the region must look at the profit and loss, shall I say, of the Wivenhoe Dam. I hope that the flood-mitigation component of the dam, the cost of which will be $24,000,000, will be allocated not merely to the residents of Brisbane but equitably throughout the region. None of the problems can be approached in isolation. The dam will provide a regional water-storage facility and contains a flood-mitigating component that will benefit the whole of the region.

I personally am relieved that we have passed through another wet season without any repetition of 1974 or even of less intense floods that occurred in the past. I will welcome 1982, which, I understand, is the projected date of completion of the dam.

I repeat that compatible action has to be taken downstream from the Wivenhoe Dam if we are to get the full benefits that will flow to my electorate and other electorates from the flood-mitigating factor. I hope that the Government will accelerate its priorities so that flood mitigation in Oxley Creek can be co-ordinated, as it was in relation to Breakfast Creek. This must be done to ensure that after 1982 as little danger as possible arises from floods in my electorate and others in Brisbane.

Hon. T. G. NEWBERY (Mirani—Leader of the House) for **Hon. J. BJELKE-PETERSEN** (Barambah—Premier) (3.5 p.m.), in reply: On behalf of the Premier, I thank the Leader of the Opposition and the honourable members for Sherwood, Somerset and Pine Rivers for their contributions. The Premier has intimated that he will reply to their comments at the second-reading stage.

Motion (Mr. Bjelke-Petersen) agreed to.

Resolution reported.

FIRST READING

Bill presented and, on motion of Mr. Newbery, read a first time.

QUEENSLAND ART GALLERY ACT AND OTHER ACTS AMENDMENT BILL

INITIATION IN COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Hon. T. G. NEWBERY (Mirani—Minister for Culture, National Parks and Recreation) (3.7 p.m.): I move—

"That a Bill be introduced to amend The Queensland Art Gallery Act of 1959, the Queensland Museum Act 1970–1974 and the Queensland Performing Arts Trust Act 1977 each in certain particulars."

Prior to the creation of my present portfolio in December 1977, the three Acts in question were administered by the then portfolio of Education and Cultural Activities. The Acts had been introduced by various holders of the Education portfolio over the years.

As a result, the Acts were drafted with specific references to the Department of Education and the Director-General of Education. It now requires legislative amendment to replace this wording with references to my department and the permanent head of my department. For a variety of reasons, it has not been possible to initiate the legislative alterations required until this year, but the Bill is, in effect, a machinery measure principally designed to overcome these anomalous references.

The Bill has now been drafted to eliminate the necessity for legislative amendments in this regard should the title of the department change again. Opportunity is taken also to clarify the position of Director of the Queensland Museum. The director is presently an ex officio member of the board of trustees, but without voting powers. The board now considers the director's position should be so recognised and provision is made accordingly. This will also enable the requisite quorum of four (that is, half the total number of the board) to be formed more readily.

Because it has been recognised that the services and capabilities of private members of various boards and trusts should be suitably financially recognised, even if only nominally, it is also proposed that the Queensland Art Gallery trustees and the Museum Board of Trustees be paid allowances for attendance at meetings. Provision was made in this area in the Performing Arts Trust Act of 1977, which is the most recent of the three Acts covered by this Bill.

Honourable members will be aware that of the five bodies associated with the Queensland Cultural Centre, two already have legislative provision for the payment of such allowances. These provisions cover payments to members of the Queensland Cultural Centre Trust and, as I have said, the Queensland Performing Arts Trust. Members of the Library Board of Queensland have received similar allowances for some years, although I will be subsequently clarifying this in later legislation. I consider it is fair and appropriate that the art gallery and museum people should receive the same standard allowances as the other authorities in the Queensland Cultural Centre.

I should mention here that any trustee of the Queensland Art Gallery who is a judge of the Supreme Court is declared ineligible for such payments. So are members of the Public Service of Queensland who attend meetings held in office hours. This is a normal and common provision.

Summed up, the whole Bill is a machinery measure to—

(1) rectify existing references to the Education Department and its officers;
(2) provide for the payment of allowances to the trustees of the Queensland Art Gallery and the museum board on the same basis as those paid equivalent authorities; and
(3) recognise the position of the Director of the Queensland Museum on the museum board.

I do not think any further elaboration is needed at this stage and I commend the motion to the Committee.

Mr. WARBURTON (Sandgate) (3.11 p.m.): As the Minister has indicated, The Queensland Art Gallery Act of 1959, the Queensland Museum Act 1970–1974 and the Queensland Performing Arts Trust Act 1977 need to be suitably amended in that they are being transferred to the Minister for Culture, National Parks and Recreation. In his introductory speech the Minister adverted to the many references in the three Acts to the Department of Education and the Director-General of Education. Of course, the administration of the Acts was in the hands of the Minister for Education when they first became part of this State's statutes.

The Performing Arts Trust, constituted by virtue of the Queensland Performing Arts Trust Act 1977, is obviously of recent origin. In fact, the members of the trust were duly appointed in April 1978, which is not so very long ago. To date, the board of trustees has met on only a few occasions—and I am not being critical of that point. I understand that concentration has been, firstly, upon the procedure to select a trust director and then subsequently to call applications. The actual appointment has not yet taken place. One can see from the annual report of the Performing Arts Trust that to date there has been no expenditure. Its sole subject of activity has been the appointment of a director. I for one await with great interest the selection for this important and onerous position.

A significant aspect about the Queensland Museum and Art Gallery is of course the projected move to the South Brisbane Cultural Centre. Progress has been made on the construction of the new art gallery, which it is hoped will be available to the public in early 1982, whilst the scheduled

completion date of the new museum building within the same complex is July 1983. The proposal to enhance the 1982 Commonwealth Games by organising cultural activities at that time is commendable. No doubt the completed section of the Cultural Centre, namely the art gallery, will provide one of the important components in the overall cultural plan at that time.

I turn now to the proposals briefly outlined by the Minister. The first proposal is to pay allowances. There would appear to be no reason why members of the art gallery and museum board should not receive allowances in line with those received by members of similar boards. However, I believe that any allowance should be paid only to a man who actually attends and should be based on the actual time spent at the meeting. Naturally, I do not know at this stage if that will be the position. What I am saying is that the allowance should be paid as they are in the case of the Performing Arts Trust members.

The public should not be expected to pay annual lump-sum allowances as are paid, for example, to members of the Films Board of Review. A payment of $3,000 a year made to a chairman who will not report on the number of meetings or the duration of such meetings is not in keeping with the true spirit of allowance payments from the public purse. The Opposition will be interested to hear the Minister's remarks on that point. I hope that he will be informing me that allowances will be paid as they are to trust members.

The Queensland Museum Act of 1970 was designed to effect changes in the administrative organisation of the museum as well as provide for legislative cover to improve the museum's relationship with the community and enable it to keep pace with changing community requirements. Control and management was vested in a board of trustees, which was given the added responsibility of ensuring the continued development of the museum.

Particular mention was made by the then Minister for Education and Cultural Activities (Sir Alan Fletcher) when the Bill was introduced in March 1970 that the museum director, while being an ex officio member of the board, would have no voting powers. Section 5 of that Act specifically takes away the voting power of the museum director at meetings of the board. One wonders why only nine years ago the director was denied the power to vote at board meetings and now we are witnessing a complete about-face that is being suggested by way of a proposal in this Bill. I will be interested to hear the Minister's comments on that matter.

I believe I heard the Minister put forward the argument that the director should be given full board member status to simplify the obtaining of a quorum. The Minister should surely need to come forward with a much better reason than that, because it is a very weak one.

The Queensland Performing Arts Trust Act 1977 makes provision for the appointment of a director of the trust who shall also be the secretary of the trust. Nowhere does the Act specifically outline any voting rights for the director, who would no doubt attend trust meetings. Section 6 of that Act, which deals with membership of the trust, makes specific mention of the Director-General of Education or his nominee. It specifies that not fewer than four of the other eight members must be knowledgeable and experienced in the performing arts. This being the case, it would appear that there is nothing that prevents the director from being a member of the trust and, therefore, there is no need for an amendment to that Act. So I can understand why we are only dealing with this other matter.

The Queensland Art Gallery Act stipulates that there shall be 13 trustees of the art gallery, and one of the duties of the trustees is to recommend persons for appointment to various positions, including that of director. In that case, it would appear that the director, because he is employed as a member of the Public Service, cannot be a trustee of the Queensland Art Gallery.

The Bill as outlined by the Minister does appear to be of a machinery nature. I have just raised a couple of points that I hope the Minister will reply to later. I shall make further comment when I have had the opportunity to peruse the Bill.

Mr. DAVIS (Brisbane Central) (3.21 p.m.): I want to deal with the Queensland Museum, which has been situated in my electorate for many years. The staff and the director have done a fine job in difficult circumstances owing to lack of space. The museum has some wonderful items that have never seen the light of day purely and simply because the museum has not had the room in which to display them. I think the staff is to be commended on the way they have renovated some of the displays, particularly those relating to Queensland's history, such as the two aeroplanes once flown by Bert Hinkler. I know that my friend from Bundaberg would have something to say about them if he were here today. On numerous occasions the people of Bundaberg have plaintively appealed to the Government to give them one of the aircraft, and I think I would have to agree with them. I think it would be a fine gesture on the part of the Queensland Government if it did give Bundaberg one of those aircraft.

I now want to deal with the art gallery section of the museum building, which I think was closed in 1973 because it was unsafe. The displays were shifted into the Mount Isa Mines building. I say to the Minister that we have reached a fairly weak old state of affairs in this State when we see that now for the first time in the gallery's possessions—over 3,000 items—are to be catalogued.

Mr. Bishop: Have you ever been to the art gallery?

Mr. DAVIS: I have been to more art galleries than the honourable member has ever seen.

It shows how pitifully weak this Government is when the State's fine art has never been catalogued, and even now we have to depend on a grant of $150,000 from an outside organisation, the Utah Foundation, to catalogue this State's possessions. Yet at the same time the Government gave $150,000 to the new Robert Menzies foundation.

Mr. Bishop: I bet they haven't catalogued your photograph down at the Trades Hall.

Mr. DAVIS: As a matter of fact, I was down at the museum the other day and I saw some of the honourable member's relatives in the yard. There was a distinct resemblance.

Mr. Moore: Tyrannosaurus rex.

Mr. DAVIS: That is the one. I can see that the honourable member for Windsor is right up with the predecessors of the honourable member for Surfers Paradise.

This debate gives me another opportunity to query the plans for the future of the old museum building after the museum has been transferred to the Cultural Centre. The Opposition spokesman on culture, the honourable member for Sandgate, said that it should be about 1983 when the museum is transferred to the new site at South Brisbane. After seeing what happened to the Bellevue, and knowing the Government's policy on the destruction of historical buildings, the residents of Brisbane and their representatives are naturally concerned about the plans for the old museum building. I asked the Premier a question about it this morning, and I received this rather weak reply—

> "The Government will determine the future of the present museum building having regard to its structural condition and a feasibility study as to suitable use when it has been vacated."

I want to put on the record here that this building should be preserved. It has an historical link with this community. It was built in the last century. It is on a prime bit of real estate and for that reason I am concerned about what this free-enterprise Government will do with it. I also know that the Royal National Agricultural and Industrial Association has its greedy eyes on that corner block.

Mr. Moore: It is an Exhibition building.

Mr. DAVIS: I know that it is an Exhibition building.

Mr. Frawley: They should get it, too.

Mr. DAVIS: Fair enough. I do not mind the R.N.A. getting the building if it will preserve the building. But I am also concerned about what happened in 1973, when the art gallery was transferred to the M.I.M. building because of the unsafe structure of the former building. This Government was too lousy to spend money to maintain that building. I want on record an assurance here that this building will not go the same way as the Bellevue building.

Mr. Frawley: Ha, ha!

Mr. DAVIS: It is all right for the member for Caboolture, because from far back he was one of the architects in the demolition of the Bellevue. He was always dead set on getting rid of that building.

Mr. Frawley interjected.

The TEMPORARY CHAIRMAN (Mr. Miller): Order! The honourable member for Caboolture will cease interjecting.

Mr. DAVIS: Unfortunately the member for Caboolture has no culture whatsoever. He is not interested one iota in the historical buildings of Brisbane but I am, because I represent an area in which the great majority of the historical buildings of this city are situated. I for one go on record as saying that I want to see these buildings preserved. I am fearful, as, I think, are most members of the Opposition, that no maintenance will be done to the Exhibition building. That is the first thing. In 1973 and 1974, my friend and colleague the honourable member for Lytton and I fought for the preservation of the Bellevue. But what happened? All the lattice-work and awnings around the Bellevue were pulled down. The present Minister for Maritime Services and Tourism, who at that time was responsible for this area, was the main architect in ensuring that a start was made on the demolition of the Bellevue.

First of all, the Government will make it an eyesore.

The TEMPORARY CHAIRMAN: Order! I have allowed the honourable member a fair bit of latitude on the Bill.

Mr. DAVIS: I am associating the Bellevue with the museum building.

The TEMPORARY CHAIRMAN: I ask the honourable member to come back to the museum.

Mr. DAVIS: Right.

Mr. Frawley: What are you talking about? You are an eyesore and we have not destroyed you.

Mr. DAVIS: Mr. Miller, did you hear that remark from the member for Caboolture?

Mr. Frawley: Protect him, Mr. Miller.

Mr. DAVIS: I did not ask for any protection. I just wanted to know whether you, Mr. Miller, heard that remark by the member for Caboolture.

I want to put it on record now that I do not want to see the Exhibition building go the same way as the Bellevue. I want to ensure that proper maintenance is carried out on that building while it is occupied by the museum. When the museum vacates the building and moves to its new complex, I want to ensure that the building is restored and preserved. Let us hope that we do not

have the old midnight stroll of the knock-em-down demolishers that we saw with the Bellevue. Let us ensure that that building is left standing for posterity.

Hon. T. G. NEWBERY (Mirani—Minister for Culture, National Parks and Recreation) (3.29 p.m.), in reply: I thank the honourable member for Sandgate and the honourable member for Brisbane Central for their contributions. I will reply to them at the second-reading stage.

Mr. Davis: Make sure you do.

Mr. NEWBERY: I will.

Motion (Mr. Newbery) agreed to.

Resolution reported.

FIRST READING

Bill presented and, on motion of Mr. Newbery, read a first time.

LIBRARIES ACT AMENDMENT BILL

INITIATION IN COMMITTEE

(Mr. Row, Hinchinbrook, in the chair)

Hon. T. G. NEWBERY (Mirani—Minister for Culture, National Parks and Recreation) (3.31 p.m.): I move—

"That a Bill be introduced to amend the Libraries Act 1943–1977 in certain particulars and for other purposes."

In 1975, ministerial approval was given to the payment of attendance fees to non-Public Service members of the Library Board of Queensland. These fees were similar to those determined for comparable bodies.

However, in 1978 it was considered advisable to seek the opinion of the Solicitor-General on this matter and, in his examination of the situation, the Solicitor-General advised that such payments had been made without the requisite authority. He further advised that a regulation made under the Act on 5 May 1949, in terms of which subsequent appointments had been made to the Library Board of Queensland, was not in accordance with the Act's requirements. The Solicitor-General's view was that the regulation did not specify a "fixed number" of members as required by the Act and that appointments of members pursuant to such regulation had been, and are, ineffective.

The Bill is therefore of a validating nature and provides that the 1949 regulations, notwithstanding any defect therein, shall be deemed to have been validly made under the Libraries Act, 1943 to 1949, and to have been valid and effectual under the Libraries Act 1943–1979 when this amendment becomes law.

The Bill validates all appointments made to the Library Board before the commencement of this proposed Act. It also validates the payment and reception of allowances made between 1975 and November 1978, when the payment was suspended pending clarification of the situation with the Solicitor-General.

It will also enable future regulations to be made which will correctly govern the mode, tenure and other matters relating to appointments of members of future Library Boards of Queensland.

Provision is made in the Bill for eligible board members to receive payment for attendance at those meetings between November 1978 and the coming into force of the proposed Act and for the ongoing payment of such allowances thereafter.

On the question of payment of such allowances generally, I point out that this will place the Library Board on a like-with-like basis with the other institutions occupying the Queensland Cultural Centre.

In effect, then, the Bill is somewhat of a machinery nature in that it makes provision for this common type of remuneration to eligible members of the Library Board of Queensland and, at the same time, corrects a situation technically invalid for many years because of a defect in a regulation badly drafted in 1949. I do not believe that honourable members would wish to object to the regularisation of Library Board activities since that date or to the payment of what are really nominal fees to Library Board members.

I commend the motion to the Committee.

Mr. WARBURTON (Sandgate) (3.34 p.m.) The Minister has advised the Committee that the Solicitor-General has given a recent opinion that appointments to the Library Board of Queensland since 1949—a period of 30 years—were ineffective. Not only are honourable members being asked to agree to the validation of the 1949 regulations; they are also being asked to agree to validate appointments made to the Library Board since 1949 and the payment of certain allowances, presumably payable to board members over more recent years. Since my election to Parliament I have witnessed the introduction of quite a number of validating Bills, but I have never seen one that took us back to 1949. So I suppose that today, to that extent, we are making history.

When the Libraries Act was first introduced in the 1940s by the then Premier of Queensland, the Honourable F. A. Cooper, it was designed to ensure a more effective attainment of national education in Queensland by making better provision for the establishment and management of libraries and library services for the conservation of the public records of the State. It is relevant to state that when the Labor Government of Queensland introduced the library system it was in time of war. Although it was in difficult times, at least Queensland had a Government that had the foresight to see the need for the services that we now enjoy.

The original Act provided for the appointment by the Governor in Council of a temporary library board to consist of six members and an ex officio member, who was attached to the Public Library. That board was to be replaced later by one that was representative of the various bodies that were associated with the establishment of the new library. The provisional board had the

responsibility of laying the foundation for the scheme as put forward by the State Labor Government at the time.

The board that finally came into being was a body corporate with powers to hold land and buildings and to avail itself of the Local Bodies' Loans Guarantee Act if it desired to do so. At that time the board was required to concern itself with the efficient co-ordination and improvement of library facilities throughout the State and to work in co-operation with the Department of Public Instruction, as it was then called, the Queensland University and any local bodies established for the encouragement of literature. So it can be seen that the forethought given to the need for the establishment of public library services and the consequent setting up of the Library Board of Queensland did in fact result in the State Public Library service that is available today.

That is not to say that all is well with the State Library service in Queensland. Much higher priority must be given to the extension of the division of the State Library authority that is responsible for the planning and development of library services and information services to the public. The State Library authority should develop State plans for public libraries, which, after proper consultation, must take into account the needs of all sections of the community, that is, migrants, Aborigines, teachers, the aged, the handicapped, prisoners, the poor, the hospitalised and the working people.

All subscription libraries should be replaced by free public libraries. While it is true to say that we have quite a number of free library services, it is also true to say that we have a number of subscription libraries.

The Whitlam Labor Government set up a public libraries inquiry committee chaired by Mr. Alan Horton. The recommendations of that committee, which as yet have not been acted upon, bear some serious consideration. Incidentally, at present the 133 local authorities in Queensland have library services, and of that number 112 have free library services. It is true to say that only a small number charge, but the point is that all library services should be free.

To get back to the Horton committee—it proposed that a national statutory body be set up for library development. Because of the Federal system and because public libraries are a State matter, it recognised that a similar type of body would have to be established in each State. That statutory body would be separate from the State Library Board in that it would co-ordinate the work of all libraries. For that purpose it would need to enlist the assistance of independent institutions that operate special libraries such as universities, colleges, Government departments, private institutions and industry, whose information resources could not possibly be duplicated by the public library system.

The concept is that by encouraging co-operation and using Federal or State funds to compensate non-public libraries for their input to a nationwide or Statewide library network, access to information would be greatly improved for all citizens.

Information is power. It is an advantage available to the ordinary citizen both in making judgments on public policies and in dealing with his own problems. A citizenry that depends for its information on what those in control of the media may decide to feed it is denied self-education and independent judgment. It is subject to thought control not unlike that operating in some other countries. I am not deliberately denigrating the media, but it is true that if we had a library service that was more accessible to the public, and more suitable for public needs, most certainly our citizens would be able to make better judgments on important matters in their lives.

The proposed statutory body to which I refer would be separate from the State Library Board. The overall planning body would have to be independent of commitment to a particular library or group of libraries to gain the confidence of other institutions operating libraries. The State Library Board has a special interest in the State Library and, to a lesser extent, public libraries generally. Consequently it is not an appropriate body to act as a co-ordinating body for a co-operative network of public and independent libraries.

Other proposals are necessary to raise the standard of the present public library system, which is very uneven. One element of the present arrangements is the State Library, which is primarily a reference library serving in reality only the Brisbane area. Its services are poorly advertised and, to be factual, are little known.

The municipal libraries supported by local authorities receive certain subsidies from the State Government through the State Library Board. Judged by interstate or international standards their quality varies from non-existent to pitifully inadequate, to moderate. Quite obviously local authorities in most country areas have too small and scattered a population to provide an adequate library service, even with State Government subsidies. Without doubt, Queensland lags behind other States in developing properly co-ordinated library services. Tasmania and Western Australia provide conspicuously good examples of such services.

With proper planning, intelligent State Government support and initiative, a great deal could be done to raise the level of library services for the public in Queensland. I cannot overstress the importance of designing appropriate services for community groups with particular needs. The traditional image of the public library is of an institution serving primarily middle-class, cultural and recreational tastes. Public libraries elsewhere have been exploring the special needs of other less influential and less vocal groups. The same should be happening on a much wider scale in Queensland.

Although a free library service has, as I mentioned earlier, almost been achieved in Queensland, a few local authorities still shelter behind the existence of subscription libraries to justify what I regard as a failure to finance public library services. Subscription libraries are invariably unambitious recreational collections with no sense of wider public needs. What I have outlined is in line with what one would expect of a political party or a Government that believes in developing community services and offering equality of opportunity to all citizens. I am pleased to be able to say that the Australian Labor Party's library policy is based on the very principles that I have just outlined.

The library service is one of the very few channels through which a citizen can himself decide what information to seek and by which he can if he so wishes have access to other than establishment views. Most of the public depend on what is served up to them by those who control the media, especially the newspapers. The public library should offer the citizen an opportunity to discover the facts about, for example, uranium-mining or tariff policies or health-care matters. No other channel of information could be so readily available for this purpose.

I have no doubt that the present Library Board of Queensland under its chairmanship has carried out its responsibility as best it can, bearing in mind the limitations placed upon it. The 1978 annual report of the board under the heading "General Survey" admitted that "Increased costs and greater demands on space have continued to seriously affect the services of the State Library to the public." I am sure honourable members will be very happy indeed to see the State Library finally housed in the new Queensland Cultural Centre. I mentioned this earlier when speaking to another Bill.

I would like to make one further comment about the 1978 annual report of the Library Board of Queensland. This criticism can be made of most reports presented to Parliament. I refer to the failure to give Parliament information about the number of meetings held, when and where they were held and what members were in attendance at such meetings. Any report from a board that relies on public funds and most of whose members receive payment from public funds should contain such information. The Minister would agree that my attempt to extract similar information about the Films Board of Review proved totally unsuccessful. If honourable members are to be in a position to properly gauge the effort and attention of board members to their work, it is imperative that such information be contained in all reports.

I make the point that that criticism is not pointed solely at the annual report of the Library Board of Queensland, which is undoubtedly an informative and comprehensive 40-page document that should be read by all persons who have a genuine interest in library work and the State library system as it functions in Queensland.

Earlier I referred to the work done in the provision of municipal library services by local authorities, and in particular by the Brisbane City Council. It is interesting to note that Brisbane's municipal library service operates from 23 static libraries, two special libraries, one mobile library and four bookmobiles. Membership with council libraries is free and open to people of all ages. Each library has a well-balanced collection, built up with the interests of the people it serves in mind. The service has a membership of 164,610 who are able to borrow 810,775 books and 69,532 magazines. Honourable members can see the extent of the municipal library service in Brisbane and can undoubtedly understand the problems associated with the workings of the library service.

I mentioned the bookmobile service. It is interesting to note that that service has now been augmented by lending recorded cassettes containing plays, books, music and general information. This service is for people suffering a disability who are not able to use the library's normal service. I suggest that that is a very commendable extension of what most people regard as the normal library service, which caters for people going to the library, taking out one or two books, reading them and returning them. It is unfortunate that, although the Brisbane City Council has attempted to promote or advertise this new facility, it is not being used by enough of the unfortunate people in our society who could get quite a degree of pleasure out of it.

I was interested in an article that appeared in the Local Government Digest under the heading, "National Library of Australia Requires all published Local Government Documents." That council is concerned that publications emanating from all tiers of Government are not always deposited in the National Library of Australia as required under the Commonwealth Copyright Act, 1968.

Evidently there is a requirement and there is concern on the part of the National Library that it is not being carried out. I join with the National Library in appealing to all local government authorities to ensure that copies of published documents produced by their authorities—reports, appeals, information sheets, by-laws and regulations, histories and guides, maps, etc.—are sent to the National Library where they will be preserved and listed in the Australian national bibliography, which is a comprehensive listing of all Australian publications. It is issued weekly and monthly and has four-monthly and annual accumulations.

The Minister indicated that the process is purely machinery. It is always a shame to have to admit to making mistakes, but it would appear, from what the Minister has said, that it is essential that this validating legislation be introduced.

I reserve further comments until I have had an opportunity to peruse the Bill.

Mr. BURNS (Lytton) (3.54 p.m.): As a young man joining the Labor movement, I learnt the value of libraries and the need for them. In fact I was pleased to see that the Labor Party itself took an interest in the development of a free public library service. Many of the men and women who led the trade union movement and the workers of this country in the early days were self-taught. They went only to first or second grade at school and had to leave early to earn a living. When they wanted to make their mark in the world, they did not have the opportunity that people have today. Their parents did not have the money to back them up and they had to use the few library services and facilities to gain knowledge and develop themselves.

I think of people like Frank Waters, who was here the other day when this Parliament invited all formers members to come along. I think of Frank Nolan and other members of the trade union movement who were self-taught. I think of Jack Egerton, who is today in dispute with the Labor Party. When I was a young man in the movement, Jim Kane, the father of Neal Kane from the E.T.U., Jack Egerton and others were the first to send me books and say, "Young man, you ought to read these books." Whenever new books were printed, they were the first to go to the shops and buy them and pass them on to other members of the Labor movement to study and develop their knowledge of the world around them. I think it was part and parcel of the early development of the trade union movement that we were involved in the Workers' Education Association and the Mechanics Institute libraries.

About 18 months after I joined the Air Force in 1951 I was sent to Ballarat. I set out to find a library in Ballarat itself, and I found the great Mechanics Institute library, which was built by the miners. It is in a beautiful old building in the main street and is well worth a visit. It contains a valuable collection of old books that were collected by workers who were interested in developing their minds, and the minds and character of their sons and fellow-workers.

As Labor people and as members of Parliament, we should have a commitment to the development of library facilities. Today one might think to oneself, "Oh, they might not need libraries as they did in those days. They were hard times." But when one goes to a bookshop and sees books priced at $9, $10 and $15, one wonders how a young working lad can afford such books and realises that we need libraries more than ever before.

Mr. Kruger: Girls, too.

Mr. BURNS: Yes, boys and girls. I was going to make the point that the ordinary working man and woman cannot afford to buy all the audio-visual and technical equipment such as video tape recorders that is used today. So again we need an extension of the library service.

I see a problem that has arisen because of the way school libraries have been neglected. I was never taught to use a library, even though I now regularly use the Parliamentary Library. I suppose in the days when I was at school there were only four or five books in the library for use by the teachers, but I do not remember any books being available for my use until I was 12 or 13 years old. But even then I was not taught how to use the library. Certainly in the primary schools it was not until the mid-1970s that money was available for libraries. In fact, if I remember correctly, the money for these libraries was provided in the days of the Whitlam Labor Government. But the argument is not political. More money is required. We should be spending much more money on our school libraries.

This morning when I realised that this Bill was to be introduced, I started to ring some of the schools in my electorate to talk to them about the problems they experience with their libraries. I have only two high schools in the Lytton electorate, one at Wynnum North and one at Balmoral. Five years ago the Balmoral High School was promised a Commonwealth library, and it still does not have one. Today it still has only a very small space to cater for nearly 1,000 students in between 30 and 40 classes. The problem is that the library is grossly overcrowded. If more books are bought, more shelves will have to be erected, and they will take up more space. Only one class at a time can properly use the library, so teachers do not book their children into the library and the children just do not use it. The library becomes a reward for doing something worth while rather than a regular tool to be used as part of the children's education. This is attributable to a lack of finance and support from the State and Federal Governments for school libraries.

The same position applies at the Wynnum North High School. I asked what its biggest problem was and was told, "Lack of space." It does not have a Commonwealth library. I was told, "If we get more books, we will have to buy more shelves and we will then lose space for the children." There are 925 students in 36 classes at Wynnum North and only one class at a time can properly use the library. The audio-visual equipment cannot be fitted into the library and has to be kept in a storeroom—the same story as at the Balmoral High School. There are 14 departments in the school, and in the 1978-79 financial year the Government gave $1,200 for library use, a reduction from $3,000 the year before. That is less than $100 a department. If one goes down to the Queensland Book Depot when it has a sale, as I did the other day, and buy

three good art books they will cost $35 each or more than $100. Those three books cost more than the Government allocates for one department. And yet it talks about essentials.

I worry, too, about the city and shire councils. Many say they cannot afford to provide a library service for the people in their areas. The country areas are probably more affected than the city areas. The councils cannot provide library services for the people in their areas, but they can build grand palaces for city council chambers. They can build most luxurious council chambers in their areas, but when one asks them about assistance for libraries they say, "Oh, well, we are hard pressed for money."

Mr. Underwood: Put this place on the market.

Mr. BURNS: The suggestion has been made that we put the Parliamentary Annexe on the market. In talking about libraries, let us look at the facilities that we have here now and the work that is done by the librarians on our behalf. One then realises to the full the value a proper library service would be in municipal and country areas and in schools for the young men and women in those areas.

I think that at one stage our own State Library told school children that it could no longer help them with project material. It had to refuse children's requests for research material. I think that that is the basic idea of a library. Children at school should be taught that when they have a project they should go to the library, seek out all the information and gather it all together. They should be taught to use facilities that they can use to great advantage in later life, too. I wish that when I was younger the opportunity had been available to me to learn how to use a library properly and to benefit from a library.

I now refer, as our shadow Minister for Education, the honourable member for Sandgate, so ably did, to the report on public libraries in Australia, which was commissioned by the Whitlam Government and produced by Mr. Horton in 1976. I wonder why the Federal and State Governments have not acted on it. I suppose the State Government would say, "We have to wait for the Federal people to do something about it." As late as two or three weeks ago a question about this matter was asked of the relevant Minister in the Senate, and he said that the report was still being studied. It has been under study now for a couple of years. The recommendations contained in this report entitled "Public Libraries in Australia" are worth while reading by any member who is interested in the development of his own sons and daughters and of all the people they represent.

Today, we talk about the lack of education of many people on the dole who, because their educational standards are not high enough, cannot get a living. I return to the same argument that I used when I commenced this speech: young men and women today have to seek out further education, adult education, workers' education. We might have to go back to the days of the Workers' Education Association. It was started in England in 1903. I can remember the reports of Albert Mansbridge, who started the Workers' Education Association. He came here in 1913 and held a large public meeting. The "Brisbane Courier" wrote him up as follows—

> "He is one of the most remarkable personalities and the most eloquent speakers who has visited our metropolis."

He was a self-taught man. In those days he preached the gospel of Workers' Education Association libraries. He referred to the lack of facilities available to men and women in the community to enable them to develop themselves. When one talks of education and of the rights of individuals to know, one comes to the very basic question of what library or information service is available to the people who need it.

The Horton report, and every other report on libraries that has been printed, point up the deficiencies in the system in the availability of buildings, furniture, books and, of course, the new technical equipment, such as the audio-visual equipment, the film scripts and so on that should be available to people who want to use libraries.

I imagine that the Minister will answer these queries at the second-reading stage, but I refer him to the recommendations about State library authorities in the Horton report. Recommendation 4 states—

> "State Library Authorities should be requested through the proper channels to develop State plans for public libraries which after proper consultation take into account the needs of all sections of the community."

Recommendation 5 states—

> "State Governments should give priority to the development and extension of Divisions of the State Library Authority responsible for planning and development of library and information services for the public."

Recommendation 6 states—

> "State Government should review legislation concerning the provision of public library service:
>
> (a) with a view to imposing an obligation on local government authorities to provide public library service, or alternatively requiring all local government authorities to make a financial contribution to an appropriate regional library service, or to another prescribed service;
>
> (b) with a view to providing for a minimum contribution fixed as at least one per cent of rate revenue to be applied to library service within the local government area. If for any reason it is not practicable to immediately apply this sum to library services, State Governments might consider providing in the legislation:

(1) that the amount be used to provide library service to residents of the area from an adjacent library service;

(2) that the local government authority be required to place the amount in reserve for future library use."

The report makes recommendations that State Governments should review existing legislation and administrative decisions in order to ensure that they contribute not less than one-third of the cost of municipal library services, and that a public library service is available to residents of unincorporated areas.

It makes recommendations in relation to special areas in which, in many cases, we now give subsidies on the basis of the number of people. People living in the far-flung areas of the State where population is sparse are adversely affected in many ways. They probably need a library service more than we do in the city, because they do not have television and they do not even have regular daily newspapers available to them as we do in the city.

So there is a large number of reasons why we should be moving to improve the library services in this State. We should be ensuring that people institutionalised in hospitals, people in old people's homes and the sick and the needy who are in need of library services are provided with them. Then there are the housebound and the factory workers. My colleague spoke of the need for mobile libraries. He spoke of the new State Library in the building across the river. There should be better staff-training facilities. There is a need for greater inter-library co-operation and for the development of school community libraries.

It seems to me that there is a lot of waste in our library services, because I think that school libraries could become community libraries. They could be used by the community itself. I know that people in the Education Department do not like that idea because they seem to want to keep themselves isolated in their own little empire. But let me make the point very clearly that school libraries would never be used by the public if they are up on the second floor, shoved away in a back room, as many of them are in the high schools and the primary schools of this State. They should be provided in modern buildings in an area of the schoolgrounds that people want to use. There is talk of using school swimming-pools and other facilities. Why not use the books, the audio-visual equipment and the library rooms?

Libraries should be sources of information, not just places where people get books. They should be places to which people go for information about Government services and local authorities, and for information about standards or laws that are set or laid down by this Government and other Governments.

Large numbers of people cannot get the use of library facilities. There are many non-users in the community. Many young adults have never been taught to use a library. There are the disadvantaged groups, the ethnic groups, the institutionalised people to whom I referred earlier—the aged, the housebound, the blind, the low-income groups, the functional illiterates.

I asked the Minister for Education a question in relation to the Albert Shire and about people there who could not read and wanted to be able to do so. In fact, the Education Department virtually said that they did not exist; but down in the Albert Shire social workers are arranging classes at the Kingston High School, I think twice a week, and up to 100 people are turning up to learn to read a telephone book or a street directory, to get the very basic requirements of an education. That is all part and parcel of what the education service and the proper use of the library service is all about.

Surely we do not say, "This is a school library, a public library, a library for the C.S.I.R.O., and a library for the college of advanced education.", and they should never mix. If I am a member of a community and I want to teach myself a little about the workings of a motor car, I should not have to try to buy a book or manual. I should be able to go to the local college of advanced education or to the local State school, if it is nearer.

In my electorate, for example, at the Balmoral High School, they are doing just that, but for a very limited number of people. How many times has that fact been advertised? I asked the librarian this morning, and he said, "Well, there would be half a dozen families who are attending adult education classes and have made arrangements to use the library." If we can allow half a dozen in, why don't we throw the doors open to the community during the day or at night? Why don't we build libraries in schoolgrounds in such a location that the council may not be required to build a public library? Why don't we use State grants and State money more efficiently and wisely?

I know that the argument is that the departments are against it. But I do not think that they really matter in this instance. We are talking about people; we are talking about resources; we are talking about the finances of this State and the economic use of them. Believe me, there is a need for the planned use of these resources in the best possible way.

As I said earlier, the library itself should be an area in which people can gain information. When I was in America, the public library at Detroit had a service called T.I.P.—The Information Place. It in fact took the place of the Citizens' Advice Bureau and became the central information authority in the town. The library was the place that people went to when they wanted to find out about health, welfare, education or

legal rights. It became a co-ordination bureau between the people and the Government itself. All the time we talk of one-stop welfare services and one-stop information services. The information service that we pay for now is the public library service. Properly planned and financed, it could be used more wisely to provide better and more general information to the community.

Again I make the basic point that we should start to look at school libraries. That is where the young people learn to use libraries. That is where in my area and other working-class areas the ordinary working man and woman whose sons and daughters go to school probably need our help. School books are a major drain on the resources of the ordinary working man. Buildings, furniture, books and audio-visual facilities must be provided for schools in the working-class areas. I know rich areas that have library facilities to burn. In contrast, in the ordinary working-class areas such facilities are lacking. I want to see more money spent on the provision of those facilities for people who need and deserve them. I support any move that will improve the library services in this State.

Mr. POWELL (Isis) (4.12 p.m.): The State Library Board has done an excellent job in promoting libraries and the use of them. If one were to take to heart what has been said by the two previous speakers, one would imagine that there were no library services in Queensland at all. That, of course, is absolute nonsense.

This financial year, the State Government is spending in excess of $5,000,000 on State library services. It is true that the library is a most important part of the school, and the Education Department and the State Government recognise this. In this State there are very few schools that cannot boast a first-class library. The building may not be palatial, but in the larger schools the books and the teacher librarians are there.

My teaching career goes back 20 years. I started teaching under a Labor Government, when there was absolutely no incentive at all to set up school libraries. The difference between the situation that existed then and the position today is absolutely astounding. It is all very well to claim that the Government should spend unlimited funds on libraries. What will it spend them on? Money can be very easily wasted. I fear that that is what could happen if the Government embarked on a wild spending spree as has been suggested.

It is simply not practicable to open high school libraries to the general public ad infinitum. The type of book and the type of service provided by a State school library are designed for the students. Likewise for a primary school, the type of service and the type of book in the library are designed for the school and the working that goes on in it. Therefore, that type of service and that type of book are totally unsuited to the general community.

As to the service provided by the State Library Board—in my electorate and in others it has promoted a number of public libraries. Recently, a community centre was opened in the small town of Childers. The building is one of which the local community, which together with the State Government put a lot of money into its construction, can be justly proud. It was officially opened by the Minister who has introduced this Bill. The centre contains a library. But for this Government's policies, Childers would have no library at all. There are libraries also in other small towns in the area, such as Biggenden, Gayndah, Mundubbera and Eidsvold.

The State Library Board makes sure that the local authority can enter into the joint-ownership plan and can assist with the formation of a library so that the people can go to it for both enjoyment and information. We often find that larger cities do not have effective libraries. The city of Bundaberg is presently building one. Unfortunately it has run into a few problems, but it is to be hoped that the library will be opened very shortly.

A library has an important cultural function in the community. It is equally true to say that the general public should be able to go to a library to obtain information that is educational and entertaining.

I do not intend to canvass the matter of whether the State library service should provide books for individual institutions, other than to warn of the cost. It would be all very well for that body to undertake the services referred to by Opposition members, but what would they cost? Let us bring a little sense into this. We have very good school libraries at the primary and secondary level. Schools that do not have them are getting them as the money becomes available. Every school has a form of library, and certainly the library buildings at the three secondary schools in my electorate are not of acceptable standard. But the libraries are there, as are the teachers, and the students have the opportunity to use them and get information from them.

The general public has an opportunity to use the technical libraries at CAEs. They are available through adult education and TAFE programmes.

I am speaking in this debate simply because I believe the Committee was being misled by statements made by Opposition spokesmen. Of course libraries are important. The State Library Board is to be commended on the action that it has undertaken. The State Government is to be commended on the work and promotion it has undertaken for libraries in Queensland. I should hate it to be said that the Government has not done a good job. I should also hate it to be

thought that the Government can rest on its laurels. It obviously cannot do so. It must proceed to ensure that all centres of population have a library which gives them access to both technical and recreational reading.

One of the first prerequisites is that people should be able to read and to obtain from libraries books that they can read easily. The reading age of the people must also be taken into consideration.

I could enter into a long and detailed explanation of the technicalities of the building of a library, the way it should be built up and so on, but that is not what this Bill is about. I rose merely to try to counteract some of the inaccurate statements made by Opposition members. I certainly trust that other honourable members will not lapse into making such statements but will stick to the intent of the Bill.

Mr. UNDERWOOD (Ipswich West) (4.18 p.m.): The honourable member referred to the Committee's being misled on school libraries and the spending on them. We do grant that it was a Federal Liberal-National Country Party Government that initiated the funding of State and private high school libraries, but we add that that was done a decade or so after it should have been initiated. The member for Isis must concede that it was the Federal Labor Government which, in 1973, initiated the funding of primary-school libraries. That is one of the most important areas in which libraries should be provided in any community. That was done in accordance with the recommendations of the interim committee of the Australian Schools Commission.

In 1974-75 a further $21,280,000 was provided for secondary-school libraries over and above what was provided for primary-school libraries. In the same year, $20,000,000 was provided for primary-school libraries and $3,700,000 for the training of teacher librarians and their replacements in classrooms. A primary-school libraries committee was also established to implement that part of the programme and draw up guide-lines for library services in primary schools.

So the information of the member for Isis is incorrect. It was the Federal Labor Government that provided the immense amounts of money that enabled secondary school libraries to be put into shape and also initiated the funding of libraries for primary schools. Since the demise of the Whitlam Government, the Fraser Government has slashed back and now almost totally withdrawn any worthwhile funding for school libraries. When one questions the State Government about the allocation of funds these days, all one gets is a smoke-screen to cover up for the rapid decrease of funds for school libraries.

Never was there a greater need for increasing the services provided by all libraries. We are living in an age when technological change is advancing on us at a rapid rate, if not avalanching upon us. That technological advance, whether mechanisation, computerisation or any other "isation", will put large numbers of people out of work. They will be dismissed, retired or put on shorter working hours. Today there is a controversy over the 35-hour week. The 35-hour week is a necessity. To my mind, we should possibly be looking at a 30-hour week, with five or six weeks' holidays, as a necessity right now so that work can be provided for those many young people—and also the older people—who are presently unemployed. The largest percentage of the unemployed comprises young people, fresh out of school. They are all school-leavers, whether of four months ago or four years ago. The reason they are out of work is that, as a result of the recession and because of the advance of technological change, no jobs are available for them.

One sensible solution that is available to us, instead of just sacking people and creating large pools of unemployment, is to provide shorter working hours and shorter working lifetimes in all spheres of work. In this way, people will have more leisure-time while they are working and after they cease working. Once they have increased leisure-time, they must be given something profitable to do with this time. One great resource that is quite undeveloped at the moment is the provison by libraries of the many and varied services that are available. Libraries in this and other States of Australia are not able to provide the services that they should be providing. Because of the lack of funds from all Governments, they are offering very restricted services. It is an unfortunate fact of life right now that Governments are unwilling or unable to recognise that that must be carried out.

Some councils that work on funding from the Federal Government via the State Government—and I refer specifically to those of Ipswich and the Gold Coast—are displaying some imaginative application by funding such things as mobile libraries, cassette borrowings, works-of-art borrowings, various book-readings for children and other activities that attract the community into libraries and make them a worthwhile resource. This is exactly what we must be doing: attracting and educating people to use our libraries. We must educate them on the facilities that libraries can provide and so encourage them to use their leisure-time in a very useful way. It is not just a way of filling in time. People find it a very fulfilling use of their time through which they can obtain great satisfaction by self-education, self-entertainment or group entertainment.

When I speak about group entertainment, I am reminded of a school library that was funded by the Whitlam Government under the auspices of Australian Schools Commission special funds. It is the library at the Dinmore School, where I had the pleasure of working for some six months before I was elected to this place. I am sure that most

members here are familiar with the experience of walking into a school library and seeing books on shelves and a few other gadgets around the room, with a librarian and aide working away—if the school is fortunate enough to have an aide. There will be a few children sitting around reading.

There are several of these libraries, now that funds have been made available in recent times, where there is tremendous individual and group activity. Children sit around a cassette recorder with the ABC music books, and headphones, singing songs. Another group could be looking at slides and yet another could be going through the paper clippings file or the posters file. Other children could be studying reference or fictional books.

I have not seen educational games provided in any public library. These games are a terrific asset to the children. The games provide tremendous stimulation in the educational and personal development of the children.

We are talking about the services that libraries can provide in these times of immense change. I am of the opinion that most honourable members, particularly Government members, are totally unaware of the tremendous technological advances that are engulfing our society at the moment. They are so strong and violent that they threaten the very thread of our social fibre. There must be a dramatic increase in the provision of library services and other cultural and leisure-time activities to train people after we necessarily grant them increased leisure-time through shorter working weeks and longer holidays. These are called benefits today, whereas tomorrow they will be a necessity. Work will not be a chore as it is today. It will become a pleasure because work will be very scarce indeed. If this present society is to survive, it must provide work for all people. When people are not working, as we normally understand it, they must be provided with the means to gainfully enjoy themselves.

Several library facilities are provided by the Government. The two main ones spoken about today are those provided by schools and those provided by the Government, through local authorities, in the form of municipal libraries. Many municipal library resources and school library resources are available in country and provincial towns, but they are totally disjointed in their service to the community. There should be co-ordination so that a common service can be provided to the people. There must be a large Government investment to provide library facilities and they should be used to the maximum. The facilities should not be duplicated.

We have a large investment in technical and other educational facilities in school libraries as well as fictional books, unfortunately, in municipal libraries. The funding is so meagre, particularly in municipal libraries, that too often the books are old. They should be thrown out and replaced by new books. In addition the libraries should be purchasing magazines. These days magazines contain the most up-to-date information on technology, sport and other subjects. There is a lack of new magazines in libraries, particularly those in country and western towns. They do not have a wide range of material.

We should also be looking at the provision of audio-visual information. Our children are being educated in its use and are getting away from the printed word. There is tremendous access to information through films, photographs, slides, film strips and cassette tape-recordings.

The TEMPORARY CHAIRMAN (Mr. Row): Order! We are really talking about library boards and their validation.

Mr. UNDERWOOD: If I understand the wording of the motion correctly, Mr. Row, it says, "and for other purposes".

The TEMPORARY CHAIRMAN: I do not know whether school libraries really come into it.

Mr. UNDERWOOD: I was principally answering the honourable member for Isis, who had a rather wide-ranging discussion on school libraries.

Mr. Frawley: Let him go; it's a lot of tripe.

Mr. UNDERWOOD: That would be the honourable member's impression of the library service and what it should be providing for the people. That is the honourable member's level of understanding of community needs.

Mr. Prest: That is probably why he had to leave the Murrumba area.

Mr. UNDERWOOD: Yes.

We see a lack of co-ordination further impinged upon by the two-thirds cut-back in funding this financial year for the purchase of new books for school libraries, and this is hindering the development of our children. More funds should be provided by the Government so that libraries can purchase more materials——

Mr. Scott: They will never publish a book on the wit of Des Frawley.

Mr. UNDERWOOD: He does not have any wit. He thinks he has, but he hasn't.

Mention has already been made of the need for extra funds for libraries in country areas. One finds that probably the best newspaper shops in Queensland or Australia are in country areas. They have the best range of magazines and hard and paperback books that I have seen anywhere. What happens in those towns is that someone from a shearing team, a grazier or a ringer comes into town and buys half a dozen paperbacks and half a dozen magazines and then goes out to wherever he is working. The next time he comes into town, in a couple of

weeks or even a couple of months, he buys another lot, all at great cost to himself. This occurs, firstly, because such people have not been educated in the use of the municipal library; secondly, the municipal library is not available to them because of hours of opening and other things, and, thirdly, because there just is not available the range of material that they require.

There should be an increase in the funding to these libraries. There is communication between school and municipal libraries, and this should be increased because school libraries are locked up for a number of months every year. This tremendous investment by the community in school libraries is locked away from the public. There are logical ways of overcoming this problem which would be suitable to both those who work in the schools and the community in general.

I reiterate that there is a need for increased Government funding at all levels. There is a need for increased emphasis on the provision of more imaginative material in all libraries. I say this because we are now entering an age where people will have to accept shorter working hours during their lifetimes and even a shorter working lifetime in order to provide more jobs. So we will see increased holidays and earlier retirement.

We have to do this also in order to prevent the tremendous upsurge we are seeing in social problems. In every community we see a terrific upsurge in crime. This occurs because there are too many people, particularly young people, roaming the streets with nothing to do. They have not been educated to use their free time. The schools are not teaching them to use their free time in a fruitful manner. The school system is trying to rejuvenate itself, but at present it just does not have the wherewithal to do so. The constrictions placed upon people working in the school system are too great for them to catch up at the moment. We need to look at reducing these restrictions on our school system. At present the children leaving our schools and universities, no matter at what level, are unable to cope with the situations with which they are faced. They should be trained in how to use their creative abilities and in the development of their creative abilities to the fullest. One of the major resources at our fingertips that we have to develop is our libraries. We are partially there.

I urge the Government and the Minister to give immediate attention to providing greater funds for our libraries—whether they be school libraries or municipal libraries—so that we have co-ordination and so that a better service is developed in order to overcome this rapidly increasing problem of social change. If we do not do something about this matter, we will be faced with social revolution. Honourable members might think that that is a way-out idea, but that sort of change is upon us.

As I said before, most members do not realise the great social changes that are rapidly advancing upon us. We must do something about the disastrous, catastrophic approach of technological change in all professions—the white-collar profession, the managerial profession and the blue-collar profession. We must do something about it before it is too late.

Mr. BOOTH (Warwick) (4.37 p.m.): Mr. Row, I rise——

Mr. Davis: What would you know about libraries?

Mr. BOOTH: I think that I know as much about them as the honourable member does. However, I do not want to be side-tracked; I want to make a non-political contribution.

Mr. Davis: Will it be short?

Mr. BOOTH: It will be short and, if the honourable member listens, he might learn something.

The honourable member for Lytton said—and I agree with him—that this is not a political issue. It is not my intention to make it a political issue and, for that reason, I intend to ignore the interjections of my friends in the Opposition. If they want to make a political issue, it will be on their heads.

I am not going to say, as did the honourable member for Ipswich West, that all of the social problems today can be heaped at the feet of the Government. The Minister is alert to the fact that we need to expand the library service, and that is what the Bill is about. Despite all the modern advances, such as audio-visual equipment and television, I believe that the written word is still the best way to disseminate accurate information. For that reason, I believe that we need to expand our library services.

I go along entirely with my colleague the honourable member for Isis, who said that it would be impossible to amalgamate community libraries with school libraries, but in a town of a certain size, I believe that it would be possible to amalgamate these services. I will even go so far as to say that there is a town in my electorate that would be ideal for the establishment of a pilot scheme. I refer to Killarney. It does not have a library service, and the school library needs rebuilding. It is an ideal place in which to establish a community library. We could monitor the effects and, in a few years, see whether it was worth while. It is certainly my idea of getting something off the ground in country towns. If a country town or a town close to a city has a population of less than 1,000, it is virtually impossible, under the present funding arrangements, for local authorities or anyone else to erect a community library. But it should be possible to amalgamate community libraries with school libraries. This could reduce the cost of school libraries, particularly the capital cost. It should be possible to put

into such a library a collection of books suitable for adults as well as schoolchildren, including high-school children. The implementation of this proposal might require some subsidy. I believe that it is well within the ambit of this Government to make a subsidy available in this area.

I think that the library services have gone along quite well, but I will bend this much for the member for Ipswich West: perhaps in this time of technological change we need to put into libraries more technical books to try to get people interested in what they can do with their leisure time. They would not put others out of a job, but perhaps they could carry out worthwhile tasks in their homes. If they had accurate information available to them, they could help to decorate their homes.

I urge the Minister, when he is looking at this situation, to see whether it is possible, particularly in smaller country towns, to amalgamate community libraries with school libraries. I will not labour the point; I will simply say that I am 100 per cent in favour of such a proposal.

It would be a pity to make this a political issue. The honourable member for Lytton pointed out that some of the ideas of members of the Labor movement had been passed down and that he and some of his colleagues had been able to learn from them. That applies to all sections of the community, and it would be a pity if any of us tried to knock that idea. Information is handed down, and some of it may be handed down accurately. However, important changes occur, and there is no better way of putting information before the people than by putting it in writing. Throughout the years since the written word became available, it has been of the greatest assistance to education. And it will continue to be of the greatest assistance.

I commend the Minister and the Government for trying to promote libraries, and I commend the Minister for introducing this measure.

Mrs. **KYBURZ** (Salisbury) (4.42 p.m.): I have listened carefully to the debate and I have noted that the Opposition has made great play of the fact that there have been financial cutbacks in the library service. If one looks at the Estimates of Government expenditure for 1978-79, one can make a comparison between the provision for the Library Board of Queensland and the provision for, say, the National Parks and Wildlife Service. I remind members of the Opposition that those two Votes pale into insignificance beside the Vote for education. For 1978-79 the Vote for the Library Board of Queensland was $5,894,719, and the Vote for the National Parks and Wildlife Service, which is an extremely complicated, multi-faceted and Statewide service, was $3,721,537 —a difference of about $2,000,000. Bearing in mind that the State's population of 2,000,000 is widely dispersed, I believe that probably the appropriation for libraries in Queensland is as high as it can be.

Some points need to be clarified, and I believe that I, as a teacher, can make some pertinent comments about equipment that goes into libraries. I should say at the outset that I am rather dissatisfied with some of it.

Libraries are a community resource, and school libraries are particularly important. The Government and the Minister have made great play of the fact that the community should be making more use of the resources and facilities available at schools. However, difficulties arise, especially in high schools. When a library is opened at night, someone must be there to decide who shall use, for example, the audio-visual equipment. If people who go there use the equipment carelessly and do not care how much it costs, trouble occurs.

In the last seven or eight years, a great deal of emphasis has been placed on audio-visual equipment. In my opinion, that emphasis has been nothing but a very clever con trick. Experienced sales people have been going round and using clever techniques to convince people who are buying equipment for schools that they must have the product that they are selling. One also sees much duplication of equipment in libraries in the suburbs.

In my opinion, it is not necessary to have an overhead projector for every class-room, nor is it necessary to have a cassette recorder or a listening-post for every class-room, or even for every school. An overhead projector is an extremely valuable piece of equipment, but I believe that one overhead projector and one listening-post is quite sufficient for a 12-class school. The uses of a listening-post are fairly limited, so it is not necessary to have three or four in a school library.

In 1975-76, under the Whitlam Government, there was massive funding of libraries. However, much of that money was wasted on audio-visual equipment of the type to which I have referred. Firstly, I do not believe that teachers are comfortable using it, and, secondly, supposedly professional people are needed to operate it. In a class-room situation, a teacher wants to use an overhead projector quickly. He or she needs to be able to make transparencies quickly and use the machine personally. It is very difficult to call up a technician and say, "Please get this lesson ready for me, as I want it done in five minutes." Schools and libraries in schools just do not work that way. They ought to be a far more flexible resource than they are at present.

The audio-visual section of a library deserves not only less attention than it has been give but also less public attention than it has been given. So often at a p. and c. meeting have I heard a member of the staff or a parent ask the association to buy a cassette recorder for television. I think to myself, "Why on earth, when the children

are getting so much television at home and after school hours, would the school want a cassette machine to record what goes on television during school hours?" That type of thing really worries me, particularly as some of these machines cost as much as $2,000. Admittedly a p. and c. association has the right to decide how the money will be spent, but equally it has the responsibility to ensure that the wisest use is made of the funds that it works very hard to raise.

A greater number of libraries are now open to the public. At Griffith University, which is a very expensive little community exercise, the library is open to the public in the area. The fact that the library contains technical books does not matter; it also contains a large sociology section and an equally large public philosophy section. At that library I have met a lot of people who would not normally be expected to be found at a university.

The fact is that in working-class areas there are many libraries. This is the point that the member for Lytton dwelt on. However, whether or not the people in those areas are trained to use those facilities is the pertinent point.

In the Woodridge/Kingston area, for example, every school has a free-standing library, and the Woodridge High School has an excellent library with first-class audio-visual equipment, resource facilities and meeting facilities. In such a library small groups can carry out their research together and can combine not only on the sociological aspects of linguistics but also on the problems associated with linguistics. If a teacher has six or seven adult students learning French or Latin, as the case may be, a library is the ambience in which such a lesson best takes place. It is particularly important that school libraries be made available to people after hours. I do not mean that they should be open till late at night but only till, say, 7 or 8 o'clock, which is the time when people like to have their lessons before they go home and relax.

A particularly important point has been missed by the Opposition in discussing libraries. It is all very well to have beautiful libraries in schools and to have a multitude of libraries in the city and suburbs. However, if children and their parents do not read books at home, those libraries mean absolutely nothing. It is extremely important that there be a reading milieu in the home. Such an atmosphere can be created only by parents, grandparents or guardians, as the case may be. There is no point in a child's taking a book home if mum or dad says, "Why do you want to read that book? It hasn't got enough pictures," or, "It's a silly fairy story and it shouldn't interest you." Quite often I have sent books home with children who have come back to school next day and told me, "Mummy and Daddy didn't like the books." It is very difficult for a teacher to get through to parents the fact that he or she is trying to introduce the children to those books and that they are down to the level of the children.

I am gravely concerned to see that quite often the money that is spent on books in libraries is not appreciated by the very people who ought to appreciate it. The children, of course, do. However, do the parents appreciate it? The fact remains that one of the gaps is being filled by shire councils in the setting up of caravans and bookmobiles, or whatever they are called. The caravans visit the suburbs. They are an ideal solution to the isolation from which some women and adolescents suffer in the outer suburbs, and they are an ideal social catalyst. The service provided by the libraries in the suburbs is extremely important. It allows people to broaden their horizons.

During my many western tours I have found an equal gap. I do not know how to get over it other than by posting books to people. When a person undertakes a correspondence course with the university, he can write to the university library asking for books to be sent to him. He is usually allowed to keep them for a month or six weeks, depending on the number of books available. A similar scheme should be considered for the State Library. It could be described as a correspondence book-borrowing service. There are so many listings in a library of this size that consideration would have to be given to what may be termed people's penchant for reading. If a person read science fiction, he would be more likely to buy his own books. However, if he were interested in either ancient or renaissance philosophy he would not bother buying a reference book but would borrow it. These matters would have to be considered, but I believe that the two gaps could be readily and easily filled without a great deal of extra expense.

Priorities of funding are extremely important. When I know that the Government appropriates about $750,000 a year to keep open an office in London, which so far as I am concerned is nothing but a tinsel decoration type of window-dressing and that office is allowed to stay open whilst people are going without books, it absolutely irks me. Because I do not have a say on Government appropriation, I can only criticise.

It is extremely important to realise that television has virtually taken over adult recreation time. Many Opposition members have made much of the fact that so many unemployed people seem to be sitting at home waiting for a book to be thrust into their laps. That is absolute and utter hogwash. Unemployed people are, unfortunately, spending a great deal of their time watching television. I have not noticed any greater use of public libraries, and one is situated quite close to where I live.

Facilities in libraries must become more important and scintillating, particularly story-telling facilities. Equally so, increased leisure

time must mean increased physical activity, not increased sedentary activity, which seems to be particularly the case with the unemployed. In areas such as Kingston, where there has been a large——

The TEMPORARY CHAIRMAN (Mr. Row): Order! I remind the honourable member that the Committee is dealing with a Bill validating library boards. I ask the honourable member to keep her remarks in line with the principles in the Bill.

Mrs. KYBURZ: I am sorry, Mr. Row, but you have not been listening to previous speakers. If you had been listening to members of the Opposition——

The TEMPORARY CHAIRMAN: Order! I take that as a reflection on the Chair. I object to it. I suggest that the honourable member relate her remarks to the Bill. If she does that, everything will be in order.

Mrs. KYBURZ: I am so sorry if you feel offended, Mr. Row, because it was a reflection on the Chair. You chose to call me to order when I made remarks similar to those made by other honourable members.

I will come back to the Bill. On the matter of funding, the Queensland Library Board is receiving an appropriation which, probably, it believes is not large enough. I made the point earlier that an appropriation in the Estimates for Culture, National Parks and Recreation of almost $6,000,000 is probably quite adequate.

However, the fact remains that, when one considers the number of people who profess to be illiterate, it is of concern that there have not been any stop-gap programmes in any of our public libraries aimed at reducing illiteracy. This is an extremely important function that they could be performing. It is done in other countries. I must say, though, that the teaching profession is somewhat out of date in that respect. It is very reluctant to realise that there are not only children but also adults in the community who are in need of their professional services. It is extremely sad that the multiplication and duplication of library services has not allowed them to overlap into that area. I hope that in the future we will see that happen in this State.

Hon. T. G. NEWBERY (Mirani—Minister for Culture, National Parks and Recreation) (4.56 p.m.), in reply: I take the opportunity to thank all those who have spoken for the contributions they have made on the introduction of the Bill. I will answer them at the second-reading stage.

Motion (Mr. Newbery) agreed to.

Resolution reported.

FIRST READING

Bill presented and, on motion of Mr. Newbery, read a first time.

QUEENSLAND FILM INDUSTRY DEVELOPMENT ACT AMENDMENT BILL

SECOND READING

Hon. T. G. NEWBERY (Mirani—Leader of the House) for **Hon. J. BJELKE-PETERSEN** (Barambah—Premier) (4.58 p.m.): I move—

"That the Bill be now read a second time."

As outlined at the introductory stage, this Bill is designed to change certain administrative aspects of the Queensland Film Corporation and I would like to thank honourable members for their support of this amendment.

The Leader of the Opposition suggested that the corporation has not been involved to date in making any high-profit productions. The most important point in developing a film industry is not the achievement of a single successful financial production but the creation of continuity of work for script-writers, producers, directors, cameramen and actors.

The Opposition has raised the matter of the corporation's promotion of Queensland's climate and locations. In fact, the corporation has embarked upon a major international and domestic marketing campaign designed to attract both overseas and local producers to Queensland. Some aspects of this campaign were referred to in last year's annual report of the corporation and further details will be available in the next annual report.

The honourable member for Sandgate referred to the corporation's intention to employ an executive consultant. In July last, the corporation appointed Mr. Tony Buckley to this part-time position. Honourable members may recall that Mr. Buckley was producer of "Caddie" and "The Irishman". Mr. Buckley is highly respected in the film industry, and his practical expertise has been invaluable to the corporation. I should also point out that a number of members of the corporation are directly representatives of the film and television industry, and the corporation has developed close working relationships with the other State corporations and the Australian Film Commission. Therefore, contrary to the statement of the Leader of the Opposition, the corporation has been acting in a very highly skilled capacity.

I will now refer to the provisions of this Bill. Only three amendments to the 1977 legislation are involved. Firstly, ministerial responsibility for the administration of the 1977 Act is being transferred to the Honourable the Minister for Culture, National Parks and Recreation. This transfer is effected by an amendment to the definition of "Minister". Secondly, provision is made for the Co-ordinator, Department of Culture, National Parks and Recreation, to replace the Co-ordinator-General as chairman of the

corporation. No other changes are made to the membership of the corporation. The third and final amendment enables the Co-ordinator of the Department of Culture, National Parks and Recreation, as new chairman of the corporation, to provide administrative assistance for the corporation.

I commend the Bill to the House.

Mr. DEPUTY SPEAKER (Mr. W. D. Hewitt): Order! I point out to the House that only small administrative changes are embodied in the Bill. Debate on those administrative changes only will be permitted.

Mr. CASEY (Mackay—Leader of the Opposition) (5.1 p.m.): It is a simple Bill that merely transfers the corporation from one department to another.

The Minister spoke about the success of this corporation. He could have fooled me. I thought that in this industry success was judged at the box-office and was reflected by the number of people who saw a film. To date, the success of the corporation has been such that not one good film has been produced here or attracted to the State. Let us hope that the corporation, under this Minister, will do a bit better than it did under the Premier.

At the introductory stage the Premier admitted that after the initial burst, when he rushed in thinking that he would make a hero of himself and the National Party, he had no further interest in the matter. He said that quite clearly at the introductory stage. Let us hope that this Minister does a bit better.

Mrs. KYBURZ (Salisbury) (5.3 p.m.): I will be brief. In a recent Press release it was insinuated that the reason for the introduction of this Bill was the appointment of a former press secretary of the Premier as chairman of the Queensland Film Corporation. If that is the case I say categorically that I do not think that the joint parties have been told the whole truth.

I have read the first annual report of the Queensland Film Corporation. I noticed Mr. Schubert sitting in the gallery earlier. In fact, it has been an uphill task to sell the Queensland Film Corporation and the Queensland film industry to any of the people who normally back the film industry in Victoria and South Australia. Obviously the reasons why the corporation is important are primarily to give the State an identity both inside and outside Queensland.

Receipts in the Film Industry Development Fund from Consolidated Revenue amounted to $600,000. The only outgoings that I can see in the statement of receipts and payments in the annual report amounted to $49,402. The outgoings were in the form of administration—$39,203—and, I presume, production investment assistance. I also presume that means that production investment assistance has been given to some filmmaker. The report does not say to whom the money went or the film that was produced. Therefore, there was a surplus of $550,000 as at 30 June last year. That means that it has been extremely difficult to give the money away.

It has been difficult for the reasons mentioned by the Leader of the Opposition. Evidently nobody has come up with an idea that would be a box-office attraction. I wonder if this is the way to go about setting up a film industry. I wonder if each State having its own little film industry is the way to do things. I am sure that there are people with the expertise in these fields, and I am sure that in his own sort of way Mr. Callaghan might have some expertise, too. However, I really doubt that it is the right thing for the Government to be seen to be setting up such a position for him to fill. If this is the case, or is to be the case in the future, I am sure the public will be extremely disappointed, and I would feel that I was not fulfilling my role as a backbencher under the Westminster system—no matter what anybody likes to say—if I did not point that out. The fact is that if we have not been able to find out from the first annual report of the Queensland Film Corporation where the $10,000 went or why we have virtually not been able to give money away, then I feel that perhaps the raison d'etre of this corporation is somewhat murky.

Mr. KATTER (Flinders) (5.6 p.m.): I would just like to make a few brief remarks about the Queensland Film Corporation. Firstly, there have not been any films yet made in Queensland with the help of the corporation. There must be something wrong if there is no film maker in Australia who, in the last 12 months, has sought any funds in Queensland for the making of a film. Unfortunately, one of the reasons for this is that a certain image has been painted of Queensland in southern States, that being that Queensland is a place where there is no freedom of expression. That image has been painted very irresponsibly by people on the Opposition benches. Unfortunately, some people have actually believed it and have not come up here to make films.

Mr. DEPUTY SPEAKER (Mr. W. D. Hewitt): Order! The honourable member will resume his seat. At the outset of the debate I reminded the House that the Bill contained two small provisions. In retrospect I allowed the member for Salisbury to trespass on my tolerance a little bit too much, and therefore I suppose I have to allow the member for Flinders to also trespass a little. I remind the House that if members wanted to speak about the broad principles of the Queensland film industry they should have done so at the introductory stage. I will allow the honourable member to proceed, but I would ask him to be reasonably brief and not to trespass too much upon my tolerance.

Mr. KATTER: In justification of taking the line I have, I would point out that we are in fact changing departmental responsibility and moving that responsibility

from probably the busiest Minister in this House, the Premier, to a Minister who does not have the same responsibilities and presumably will be able to devote more attention to this field. I am outlining to him some of the problems involved, and some of the reasons for those problems.

I have had very lengthy discussions with Tony Buckley, who made "The Irishman", a brilliant Australian film that achieved the things that I think we want to achieve in our film industry. Of course, I am very pleased to say that it was made in Charters Towers. Opposition members have said, as did the honourable member for Salisbury, that perhaps we should not have all these different State corporations, but in fact the productions of the Australian Film Corporation have unfortunately been very much oriented to a very small, peculiar, esoteric sort of market. It has made films that seem to be shown in universities but are not accepted by the general public. If a film maker is not producing for the box-office, he is against the popular taste and, in my opinion anyway, he should not be asking for public money in order to make films.

I was very disappointed that the honourable member for Toowoomba South and Mr. Michael Evans were not appointed to the Queensland Film Corporation. They are the two people in this State almost exclusively responsible for the setting up of the corporation. Although both were intimately involved in its setting up, they were ignored when it came to selecting members of the corporation. This is an unfortunate mistake that should be rectified in the future. I conclude by saying that we desperately need to give Queenslanders an image of themselves of which they will be proud, and I sincerely hope that we see at least one film made in Queensland during the next 12 months.

Mr. INNES (Sherwood) (5.10 p.m.): In rising to speak briefly to this Bill, I would suggest that with the change of responsibility for the corporation, and having regard to the recent history of the corporation and the lack of films produced in Queensland so far, perhaps we could look in a different direction with regard to the future success of this corporation.

There are in Queensland, particularly in the Moreton Bay area, persons who are living repositories of history. There are the Wadsworths on Moreton Island and the characters on Stradbroke Island who will take to the grave stories and tales about the very beginning of this very great State. Perhaps the corporation could seek to produce short-feature films, with these personalities being the subject of such films and with their recollections or reminiscences being the narrative, shall I say, so that we have a film history for future generations.

I know that Mr. Ray Barrett, with his recollection of his early days on Stradbroke Island, has put together a script about the people who cut tea-trees on the northern part of that island during the war in order to provide the necessary struts from which minesweepers and other craft were built. I have encouraged him to make representations to the Film Corporation to produce, with Government money, that type of film which the corporation could make and for which it might have a particular responsibility. Quite clearly, free enterprise in the film industry in Australia has prospered, as the reports from Cannes would indicate.

An Opposition Member: Make one on the Cabinet and make them a lot of hill-billies.

Mr. INNES: Well, let us make a film on anybody of significance to the history of this State. It would provide one of a particular and very modern form. A State Film Corporation might well find this an area of special interest; one that has undoubted historical relevance, and also a significant human and commercial interest for the television-feature industry.

Motion (Mr. Newbery) agreed to.

COMMITTEE

(Mr. Gunn, Somerset, in the chair)

Clauses 1 to 5, both inclusive, as read, agreed to.

Bill reported, without amendment.

THIRD READING

Bill, on motion of Mr. Newbery, by leave, read a third time.

PARLIAMENTARY COMMITTEE TRANSITIONAL BILL

SECOND READING

Hon. T. G. NEWBERY (Mirani—Leader of the House) for **Hon. J. BJELKE-PETERSEN** (Barambah—Premier) (5.14 p.m.): I move—

"That the Bill be now read a second time."

As the Premier pointed out in his introductory speech, the primary purpose of this Bill is to enable the Select Committee on Education to continue to operate until the work assigned to it by this House has been completed.

The speech of the honourable member for Cook showed that, during the short period he has been a member of this House, he has not bothered to undertake any study of parliamentary practice.

In order to improve his understanding of what Parliament is all about, I point out that any committee of the House derives its authority from the House. When Parliament is prorogued, the House no longer is in session and, consequently, unless provision is made to the contrary, the act of prorogation terminates any sessional committees that have been appointed.

There are two aspects of the speech by the Leader of the Opposition that require comment. The question of membership of

the select committee received very careful consideration, and it was felt that a committee of five members would operate better than a larger committee. Events have shown that the committee indeed has been able to function very satisfactorily.

The other point made by the Leader of the Opposition related to the select committee's continuance in existence for some years. As the chairman of the committee indicated in his speech, it is the Government's intention that the work of the select committee be completed as quickly as possible. The purpose of this Bill is to assist in achieving that result.

Mr. CASEY (Mackay—Leader of the Opposition) (5.16 p.m.): Again, Mr. Deputy Speaker, this is a machinery Bill to enable the Select Committee on Education to continue its work, and probably it is necessary.

The Minister's criticism of the honourable member for Cook is invalid, for the simple reason that Parliament has not been allowed to debate the overall work of the committee. I believe that that provoked many of the comments made at the introductory stage. The Opposition has no criticism of the Bill as such. Its only complaint is that it is not being allowed by the Government to debate the reports of the committee as they are brought forward.

There is one other point that I wish to make. The Premier introduced the Bill, but the Minister who moved its second reading commented that it was believed that five was the ideal number of members for the select committee. That is a lot of garbage; it is just an excuse being used by the Government. As all honourable members are aware, the Select Committee on Education was appointed to cover up criticism of the Government at the time. I draw the attention of honourable members to the fact that the Privileges Committee, which also is a select committee set up by the House in a similar way, has seven members. The chairman of the Select Committee on Education was also chairman of the Privileges Committee for a considerable time. If it was possible to work with seven members on the Privileges Committee, it certainly was possible to work with seven members on the Select Committee on Education, and I reiterate that there was a need for a second member of the Opposition to be appointed to that committee.

Hon. T. G. NEWBERY (Mirani—Minister for Culture, National Parks and Recreation) (5.18 p.m.), in reply: I thank the Leader of the Opposition for his contribution.

Motion (Mr. Newbery) agreed to.

COMMITTEE

(Mr. Gunn, Somerset, in the chair)

Clauses 1 to 5, both inclusive, as read, agreed to.

Bill reported, without amendment.

THIRD READING

Bill, on motion of Mr. Newbery, by leave, read a third time.

ROADS (CONTRIBUTION TO MAINTENANCE) ACT AMENDMENT BILL

INITIATION IN COMMITTEE

(Mr. Gunn, Somerset, in the chair)

Hon. K. B. TOMKINS (Roma—Minister for Transport) (5.20 p.m.): I move—

"That a Bill be introduced to amend the Roads (Contribution to Maintenance) Act 1957–1978 in certain particulars."

This Bill will give effect to the Government's announced intention to remove road maintenance charges on and after 1 July 1979. From the considerable media cover at the time, honourable members will be aware of the background to this legislation.

I feel I should say that the demand for the removal of road maintenance charges by the long-distance transport operators was only one of the matters behind the blockade of major roads, principally in New South Wales. In fact, it was about number 7 on the list of what they sought presented to Transport Ministers.

It is unfortunate that the uncontrolled growth of the long-distance sector of the road transport industry, basically interstate carriage, has had little regard for the economic climate over the past few years. Excess capacity with a downturn in the economy so far as the transport sector is concerned and cut-throat competition are illustrated by the demands I have mentioned, which included equitable freights, no backloading, an increase in upper weight limits of vehicles, a licence system for job security and resale, equal pay for all drivers, and a moratorium on repayments of loans or hire-purchase commitments.

So far as the removal of road maintenance charges on and after 1 July 1979 is concerned, with which this Bill deals, this should be seen in the context of the imposition of these charges in 1957, which I referred to in legislation last year dealing with the "straw" company problem.

I should emphasise that the Roads (Contribution to Maintenance) Act became necessary only because a Privy Council judgment of 1954 declared that interstate operators could not be required to pay the transport fees imposed by the States at that time for revenue purposes. The High Court, following the principle of that judgment, later ruled that vehicles used solely for the purpose of interstate trade escaped Main Roads registration fees also. These registration fees have a component of taxation which provides funds for the construction of State roads on a matching basis with funds made available by the Commonwealth for this purpose.

In other words, after the judgment I have referred to, the operator of an interstate vehicle could not be required to register and pay full registration charges including the taxation component which applies to vehicles registered for intrastate use. Interstate vehicles are given I.S. plates, either without charge or a nominal charge, mainly for identification purposes.

Unfortunately, since 1957, the only way that Queensland and other States could obtain a measure of equity as between interstate and Queensland-registered vehicles operating in the State was by a road maintenance charge which treated all heavy vehicles alike. The charge was based on the load capacity and distance travelled on a State's roads by heavy vehicles in excess of 4.1 tonnes load capacity. The rate of charge of 0.17c per tonne per kilometre has not been varied since it was first levied in 1957, and in real money terms represented a declining and relatively insignificant cost to the owner-operator which was under review. All moneys collected under the Act without any deduction whatsoever are devoted to the repair and maintenance of the roads by the Main Roads Department and by local authorities.

There is no doubt, of course, that the ease with which former employed truck drivers could obtain finance and enter into a fiercely competitive business of interstate haulage has been the major contributing factor to the financial problems faced by the interstate haulier.

So far as Queensland is concerned, the end result is that the State's revenue will be over $5,000,000 less in 1979-80 from the abolition of road maintenance charges, and if we are to maintain the present standard of maintenance of our roads this loss of revenue will have to be made up somehow from some area or other of State taxation generally. The Commonwealth Government has argued consistently that it will not provide additional funds for road construction and maintenance by reason of the abolition of road maintenance charges, so that Queensland will have to find equivalent moneys from its own sources.

The removal of the charge will further highlight the inequity between the Queensland-registered vehicle paying full registration charges as well as Commonwealth fuel taxes and the interstate vehicle which pays no comparable registration in Queensland. However, it was essential that some action be taken to obtain a solution to the blockade of the road system which was placing a considerable burden on other road users.

As I have indicated, the removal of the road maintenance charge will not solve the problems of the long-distance interstate road haulier. This can be done only by a rational approach to transport generally. The need for this approach will become more acute in the future with a greater emphasis on fuel conservation.

The Bill deals with only one of the problems of the long-distance road haulier and gives effect to the decision of all States to remove road maintenance charges on and after 1 July.

Mr. DAVIS (Brisbane Central) (5.26 p.m.): It must be very embarrassing for the Minister to have to introduce this Bill, because only 12 months ago, when we were discussing the Roads (Contribution to Maintenance) Act, we were told that the Government intended to tighten up the provisions in the Act by closing certain loopholes to make sure that straw companies paid the charges.

At the time I said that the Opposition supported the amendment introduced by the Minister because we did not believe that one section of the industry should pay while other sections got away scot-free. I suggested on behalf of the Opposition that a fuel tax was the only fair way to collect the revenue and that road maintenance tax should be abolished. I suggested the abolition of road maintenance tax because it was too costly to collect and was an imposition on certain truck operators while a great number of them were not paying it.

I was not making a novel suggestion. Indeed, the honourable member for Cunningham—the member who is foreman material; the future Premier of the State and chairman of the National Party transport committee—followed me in that debate and said that it was National Party policy to abolish road tax and impose a fuel tax. Judging by the Minister's response, it could be thought that I had made a personal attack on the very fibre of his family. He did not reply to my comments at the introductory stage, but at the second-reading stage he said that there was no chance of a fuel tax being imposed—that he was totally opposed to it. He emphasised that road maintenance charges had to be implemented throughout Australia. The Commissioner for Main Roads (Mr. Seeney), in his 1977 report, instanced why road maintenance charges should be policed.

At the second-reading stage the Minister devoted about 20 minutes to ridiculing suggestions that road maintenance tax should be abolished. He emphasised that there was no way in the world that the Government would contemplate abolishing it. He pointed out that even with all the problems associated with collecting the tax it was the only fair way of ensuring that interstate truckies throughout Australia paid up.

What has happened in the meantime? I do not know if the Minister was party to the discussions on abolishing road maintenance tax, but he made three or four different statements throughout the State about it. I believe it was nothing but a lousy political trick. Because truck drivers blockaded a few roads in various States, the Premier decided to try to gain political mileage on the Premier of New South Wales by abolishing road maintenance tax. As a result of his

determination, $5,500,000 went down the drain. I am certain that the Minister for Transport did not know very much about it. How could he, when 12 months ago in this Parliament he put up well-prepared arguments on why this tax could not be taken off? Surely he could not have changed his opinion within the span of an hour or two. Did he discuss it with the Premier or did the Premier, as usual, act as a one-man band?

Mr. Scott: The Minister was sacrificed on the altar of the Premier's greatness.

Mr. DAVIS: That's right.

Mr. Goleby: You didn't approve of it, did you?

Mr. DAVIS: It is not so much a matter of approval. I appreciate that the Transport Minister—and many of his colleagues would have to agree—last year went against his own party policy as a result of conferences with other Transport Ministers throughout Australia at which they arrived at what they believed was the best way to control the interstate operator. The Government has not solved any problems whatsoever by abolishing this tax.

Mr. Goleby: The truckies didn't say that in their Press statements, did they?

Mr. DAVIS: The member wouldn't know a thing about this.

Mr. Goleby: I know a lot more than you do about it.

Mr. DAVIS: Being a first-class strawberry grower, the honourable member wouldn't have a clue about truck operators. I would have a far broader knowledge of truck operators than he would.

Mr. Goleby: You haven't shown much brilliance yet in this debate.

Mr. DAVIS: The honourable member would be better off trying to sell that rotten land on Russell Island than buying into this sort of argument.

Very few people other than the big companies will make anything out of the $5,500,000 benefit that the operators will receive as a result of the abolition of the tax. The railway system is already suffering. The Minister for Transport has said that it will suffer more. In February, the Minister for Local Government and Main Roads said that he was sick and tired of operators breaking up the roads. Three months ago, in an article headed "Truckers Tearing Industry Apart", the Minister said that irresponsible operators were ripping off the industry and ripping Queensland's roads apart and not caring one iota. The article goes on—

> "He said Queensland's $1 million repair bill for flood-damaged roads near Mackay was a drop in the bucket compared with the damage done by over-loaded vehicles."

The Government has wiped off $5,500,000. Last year it wiped off $6,000,000-odd in road permit fees. On the other hand, the Government is asking why the railways cannot compete. With all his politicking, the Premier has not done one iota to solve the truckies' dilemma.

Mr. Goleby: They didn't say that.

Mr. DAVIS: No. The member should do a little more than make innane interjections. If he had listenentd to his own Minister's introductory remarks, he would realise that I am reiterating exactly what the Minister said: this does not go anywhere near solving the industry's problems.

On a State basis, unfortunately we cannot do too much about it. The State cannot license. That was proved in 1954 by the famous Cobb & Co. border-hopping cases. That was the very reason why this Roads (Contribution to Maintenance) Act came into being. A State cannot charge when any vehicle crosses a border. I mentioned that when I was talking about bread. It has to result from an agreement between the States.

What has been achieved by wiping off the $5,500,000? The Government might have soothed the consciences of some operators. As a matter of fact, half of them were let off the hook. Some were paying the tax, but the great majority were not. What about the other claims that were made by the operators? The State may be able to have discussions with hire-purchase companies to see if a moratorium can be placed on collecting debts. Perhaps the hire-purchase companies will agree to do that for a few months. Will that solve it? The State cannot license interstate operators; so that is out. They cannot regulate freights.

The whole problem in the road transport industry arose because there are too many operators in the game. The industry is not controlled. It is the only industry under the jurisdiction of the Minister in which he cannot license. He licenses taxi-cabs, and there are no problems with them. I was an operator in that industry, and I suppose that I put in my two bob's worth. The Minister can license bus services, train services and air services. But he cannot control the road transport industry.

Any person who has a C-class or D-class licence and the necessary finance, which he can obtain easily, can start operating. He can operate in competition with the most regulated firm. He can compete on any basis. As any interstate trucker will admit, operators can obtain agreements and can subcontract for respectable companies. They can get the right price, for example, from here to Sydney. They can get the right price to go north. But an interstate operator who has been paid for a trip to Queensland will run back for his petrol money, so how can we achieve any degree of organisation? As an example, truckers were getting £15 a ton in 1969, whereas they were getting $15 a

ton in 1972 for the same sort of trip. Is it any wonder that the Railway Department is concerned?

I think it is fair to ask that the Minister give us some idea of just where the finance will come from. The Opposition will not oppose a tax along that line, but there is no way in the world that the Minister can convince the travelling public that their roads should be ripped up by interstate operators who are paying nothing. There is no way that the Labor Party would support that. There is no way that the Labor Party would support the way things are going in the railways. It is all right for the Premier to big-note himself and drop $5,500,000 and then drop another $6,000,000, but somebody has to pay for it.

Mr. Hartwig: We showed New South Wales up.

Mr. DAVIS: What a marvellous effort! I hope Government members are very proud. They have gained a lot of political kudos from the lifting of this tax. They should be very proud, because their Federal counterpart will not collect the money. Nixon—is it Richard or Peter? I am not too sure—has said quite clearly that he will not collect the road maintenance tax for the States or agree to any further intrusion into petrol prices. That is a lot of rubbish by another hypocrite in the National Party. He is a member of the Government that flogged 16c a litre last year out of the price of petrol and put it straight into Consolidated Revenue.

The Minister has a grand opportunity to verify or deny some of the statements that he has been making around the State. I would like him to take his pencil and paper and note the matters I will raise and to reply to them later.

He said he believed that 1c a litre would have to be added to the price of diesel fuel to raise the money. He said that an academic exercise by his departmental officers shows that that would return $7,000,000 to the State, so actually we would be in front. Regardless of whether that is a hypothetical or academic exercise, maybe the Minister could tell us how the money would be collected. Would we just collect it from Amoco and the other refineries? How would the interstate operators get on? Would they just fill up in Tweed Heads at the lesser rate, come and unload in Brisbane, and then go back over the border? Or is New South Wales coming into this scheme as well? Is there something we have not been told? Has there been some sort of agreement between the States? Have the other Transport Ministers agreed to enter the scheme and work on an extra 1c a litre for diesel fuel?

I have another question which may be slightly outside the ambit of this Bill, but perhaps the Minister will reply to it. The answer is obviously very important to the thousands of railwaymen and their families in this State who are concerned about statements made by the Minister in the "Bundaberg News-Mail" of 11 May 1979 under the heading "On the Spot". The article stated—

> "Mr. Tomkins warned, however, that the road versus rail row could carry serious consequences if road transport continued making inroads into traffic normally carried by rail."

Yet the honourable member for Callide was so happy that his beloved Premier had removed the road maintenance tax without a second thought! The article continues—

> " 'If we can't hold our western cattle, and the trend continues, you would not need a railway line west of Goondiwindi, west of Emerald, west of Roma, or practically the whole railway operation based on Cairns,' Mr. Tomkins said.
>
> " 'That's the end result. It could involve 1000 railway people', he said."

Mr. Bourke: They might run at a profit then.

Mr. DAVIS: The honourable member for Lockyer has just said that if we sack 1,000 railwaymen, as the Minister suggested could happen, the railways might make a profit. We will make sure that the people of Lockyer know how he stands on the railways.

Mr. Bourke: The people of Lockyer wouldn't want to be paid for doing nothing.

Mr. DAVIS: We have heard the honourable member's views on the railways before. He is anti-railways. We hear the same sort of thing from National Party members who are grain growers. They want the best rate they can get from the railways for the cartage of their heavy grains, but they want the best of both worlds by being able to use road transport if they wish.

Mr. Neal: How do you think the grain gets to the railways?

Mr. DAVIS: It would not matter so much as long as they use the railways, but their attitude is much the same as the attitude of those who are transporting cattle on the railways at the present time. I am a bit concerned about them. What a cheek some National Party members have! We all know that meat is presently selling for exorbitant prices. Rump steak is $5 to $7 a kg and going up all the time. It is out of my range; I can't afford it. Meat is at its highest price ever. The old week-end joint is far too expensive for the people of Brisbane. The people of Spring Hill and Paddington cannot afford the high prices being charged for meat. Cattle are fetching high prices, yet in an answer to a question of mine this morning the Minister said that the Treasury rebate on rail freights to graziers is still 22½ per cent. The Government is giving a 22½ per cent rebate to people who are receiving very high prices for beef. Boy oh boy, they cannot say they don't get looked after!

Mr. Houston: Buying votes.

Mr. DAVIS: That is right. I suggest the Minister is crying wolf. If he is not, I would like him to tell us what he intends to do about the situation in the railways. If he is just going to be a rubber stamp for the Premier and not stand up to him, in all fairness he should tender his resignation because he obviously cannot cope with the two most important parts of his portfolio.

Mr. Bourke: Is that friendly advice?

Mr. DAVIS: Friendly advice from your friendly neighbourhood person. It is obvious that the Minister cannot cope with the pressure from both the road and rail sections of his portfolio. He is trying to walk the line between both and I do not think this is fair to the State or the railways. It is not fair to the railway workers and their families. We on this side of the Chamber would like to hear answers to these questions about what is going to happen to the railways in this State. We want to know the Minister's plans for road transport in this State. I hope he does not try to dodge the issue.

Mr. MULLER (Fassifern) (5.45 p.m.): The introduction of this legislation is an indication that this Government views with compassion some of the problems of road transport operators. As most members know, during the last 12 months they have had to overcome a number of difficult situations, and they have not been successful in overcoming all of them. During the recent road hauliers' strike they were picketing the roads. Quite frankly, I do not think that they accomplished very much by doing that. They were forced into a certain situation.

I honestly believe that they should have directed their argument not at the road tax but rather at some of the hire-purchase companies. Possibly this is where these people may have found the answer to their problem. As a result of discussions I had with a number of them, I learnt that it was not uncommon for them to have an obligation to make an end payment of approximately $120,000 on a refrigerated transport vehicle. In the majority of cases I found that they were given possession of these vehicles on a very minimal deposit. The result was that they had an obligation to make enormously high repayments. That is what really worried them. As I said before, I have been inclined to the view that their argument should have been directed at the hire-purchase companies rather than at the Government. However, as I mentioned earlier, this Government viewed their problems with compassion and decided to relieve them of their obligation to pay road transport fees.

Mr. Scott: Sheer hypocrisy!

Mr. MULLER: The honourable member can say that. Being a city resident, he would not know the difficulties that people in remote areas face because of the distances that they have to travel.

It has been suggested that we should put everything on the railways. I wonder whether my dear friend who suggested that has ever had a look at a map of Queensland and realised the distances between the railheads. It is absolute nonsense for him to suggest that we should divert all of our haulage to the railways.

Mr. Scott: Who said that?

Mr. MULLER: Opposition members are suggesting that the railways should in fact do the major haulage. This is sheer tripe. It is not possible, and the honourable member should know it. The fact is that this has not occurred and, as I see it, it is not likely to occur within the next 50 years. I believe that in the final analysis the road hauliers should fit into a pattern whereby they provide a feeder service to the railways.

It has been suggested that there is a loss of revenue to the railways. This is true, and it is regrettable that it should happen. It has also been readily admitted on occasions that the road hauliers have not been paying the money that they had an obligation to pay. After all, it is not a great sum of money involved. At times I have been very critical of the operations of road hauliers. I know that in many instances, because of overloading, they have destroyed our roads. They have done an enormous amount of damage. Recently in this Chamber I suggested that, where possible, we should make checks to ensure that they are carrying goods only to the capacity of their vehicles, but that has not happened.

Mr. Scott: How many of these large road units are owned by southern interests outside Queensland?

Mr. MULLER: I would not have a clue.

Mr. Scott: You are not concerned about that. The money is going out of the State.

Mr. MULLER: That is not my concern at the moment. If they are not owned in this State, the Government has less chance of extracting any revenue from them.

It has been suggested that there should be a further imposition of fuel tax. In the eyes of some people, that may be acceptable. However, when one takes into account all the implications, one sees that people who have great distances to travel will be the ones who are penalised. That is the crux of the problem. Take western areas where people are hauling hundreds of miles to a railhead. People residing in that region, whether they are property owners or employees of industry, would be adversely affected by any additional imposition of fuel tax. Heavens knows, Mr. Gunn, it is high enough now.

It has been suggested that the Government will have difficulty in funding the State's road system. The cost of funding the road system throughout Queensland is enormous, and I do not think that an additional $5,000,000 would make a great deal

of difference; in fact, it would be only a drop in the bucket. I would hope that before long the Federal Government might become a little more conscious of the problems that exist in a State the size of Queensland and that some of the money that it is now collecting may be diverted to the road system in this State. That is part of the answer to the problem; in fact, I cannot see any other solution.

If one speaks to road hauliers, one finds that the 0.17c did not mean very much to them. Hauliers were not doing what they regarded as humbug documentation, and vast sums of money to which the Crown was entitled were not collected. Those are the realities of the situation, and that is a problem with which we have to grapple.

I am aware that there are people in Government, particularly those promoting the railways (and that is their assignment), who are disturbed to think that they have an obligation to build railway lines, carry out all the maintenance, absorb all the costs, and then compete with another system of transport for which the general public provides the money. It is a difficult situation, but since I have been in this Chamber I have not heard any suggestion from any member of the Opposition as to how the problem can be solved.

The proposal now before the Committee was adopted by members of the party and by the Government before the last election; in fact, it was an election promise. Honourable members opposite would have liked to come forward within 12 months and say to the people of Queensland, "This is another promise that has been broken." I hope that they will be completely frustrated to find that the Government is honouring its election promise.

Although road hauliers are in business to make a profit for themselves, they are also providing a service for people throughout the State. That is why it was thought that some concession should be given. I know the conditions under which they have to operate in Queensland, and it has often been said that transport difficulties are probably the greatest single problem in this State. I would endorse that statement because I do not know of another that causes greater headaches.

As I said earlier, some road hauliers have been obliged to overload to stay in business, and I have not been very charitable towards those people. I believe that persons who found it necessary to do that in order to stay in business should be penalised. However, I think we ought to look at what motivated them. They faced difficulties and were subjected to tremendous financial stress. They had enormous distances to travel in rather hazardous conditions.

Members of the Opposition have criticised the Government because the roads on the North Coast are in a deplorable state. I agree that they are. The fact is, however, that Opposition members did not point out to the public that in a period of only three months the North Coast received twice its annual rainfall. That is what caused the problem. It had 67 in. of rain in one period of 14 days. It is utter nonsense to claim that, simply by the wave of the magic wand, all those ills could have been cleared up within a fortnight. If the A.L.P. were in power, this proposal would not have been put into motion in the next 10 years.

Mr. Houston: You haven't done it in 22 years.

Mr. MULLER: I know we haven't; but there is a lot to be done. Over the past few years, hundreds of thousands of dollars have been spent on roads. A lot remains to be done. We must take into account the problems confronting the road hauliers. If we do that, we may be able to induce them to comply with the regulations. As I have said three times now, most of the damage is caused by excessive overloading.

If I had my way, I would slam each and every one of these fellows. I would direct the police on to the roads to pick up all of these characters who breach the regulations. I would not do a thing to protect them. I emphatically state that to be my attitude. The hauliers must comply with the regulations, and that is all we ask them to do.

A few moments ago we heard some nonsense from the previous speaker about straw companies. I do not know what they have to do with this Bill. They were dealt with 12 months ago. If I had nothing better to do, I might read the Opposition member's comments in "Hansard". However, because they were so frivolous and innocuous, I would not waste my time on them.

When the legislation dealing with straw companies was introduced, Opposition members were critical of it. They are also critical of this legislation, which will give some consideration to certain people who are experiencing problems. The Opposition has a certain function within our parliamentary system. God knows what it is! I have not been able to identify it. The Opposition approaches its role so poorly that it is difficult to find in which direction it is heading. The Opposition is finding fault with this legislation, which will give concessions to some people.

Members opposite ask where the money will come from. That is not their problem; it is a budgetary matter. The Treasurer has accepted this assignment and he will overcome the difficulty. If I were a member of the Opposition, I would simply relax and leave it to the Treasurer. The Government certainly will not be embarrassed as the result of this decision.

Mr. Davis interjected.

Mr. MULLER: The honourable member sounds like a little bullfrog on a dry night. I cannot interpret his utterances. I presume

that there are times when he means well; but I have not known him long enough to determine when.

Under this legislation the State Budget will be reduced by only $5,000,000, which is not a lot of money. The Treasurer has given his assurance that that amount will become available from another source. I would like to think that it could be picked up readily. I support the Treasurer's philosophy and believe that the money can be found.

I support the Minister in his introduction of this compassionate legislation. I commend him for what he is doing. Apart from road hauliers, a whole host of people will benefit from a speedy passage of this Bill.

[*Sitting suspended from 6 to 7.15 p.m.*]

Mr. PREST (Port Curtis) (7.15 p.m.): I rise to take part in the debate because Opposition members are concerned about the Government's income being reduced by about $5,500,000 this year. We are also worried about the condition of our roads.

The Minister did not tell us in his introductory remarks just why it was necessary to abolish road tax. I do not say that we are against it but we would like to know how the Government will recoup the $5,500,000 it will lose by abolishing this tax. Will other motor drivers have to pay the piper?

Yesterday I asked the Minister for Local Government and Main Roads a question. In his answer this morning, about revenue shortfalls, the Minister said it should be borne in mind that the level of motor vehicle registration fees must be reviewed regularly in the light of escalating costs. Honourable members can be assured that substantial increases will be imposed on all motoring people as from next year.

Mr. Bourke: You claim people should travel by train.

Mr. PREST: I will take that interjection. Maybe that is the answer. We may have to travel by train.

About 12 months ago, when we were discussing equalisation of petrol prices, the honourable member for Flinders said that the Government's aim was to get the price of petrol so high that it would keep motorists off the road. He said that the Government did not want people using motor cars. I believe the Government's aim is to put the cost of running a motor vehicle beyond the reach of the ordinary person. I thank the honourable member for Lockyer for his interjection.

I do not know if the decision to abolish road tax was a political one or if it was designed to help Government members and their friends.

Mr. Ahern: Oh!

Mr. PREST: The honourable member for Landsborough may say "Oh!". He interjected at the right time. The honourable member for Cunningham attended truckies' meetings at Oxley and elsewhere. He was one of the strongest advocates in favour of the abolition of road maintenance tax. Why wouldn't he be? He has a pecuniary interest. I am led to believe he owns a trucking company.

An Opposition Member: He doesn't, does he?

Mr. PREST: I believe that to be true. He has a pecuniary interest. No wonder he has been advocating the abolition of road maintenance tax. I am quite certain that he stands to gain very substantially from this legislation to abolish road maintenance tax as from 1 July this year. No wonder he is the head of the transport committee.

Mr. Wright interjected.

Mr. PREST: In reply to the honourable member for Rockhampton—I am quite certain that the Minister introduced the Bill this afternoon with tongue in cheek. The Minister showed that he did not have his heart in the Bill. He did not introduce it with the zest that he usually shows. It was very evident that the Minister had been placed in a difficult position by the abolition of this tax. He was the one who had to bear the brunt of introducing it tonight.

This afternoon we heard the member for Fassifern say that we in the Opposition believe that the railways should be the main form of transport. That may be so. We believe that the railway system has served this State very well. It has done a marvellous job. I am quite certain that the Minister would agree that we should all be very proud of the railway workers and the Commissioner for Railways and his staff. It is unreal that the member for Fassifern should speak against the railways. In bad times country people get rail freight rebates on all classes of material. As soon as the better times arrive—as soon as the price for cattle rises—they want to give the railways away. When the rebates are reduced, they want to return to road transport.

Road transport operators have had a pretty fair crack of the whip. In 1957, when this tax was introduced, it was 0.17c per ton per km. Some 22 years later, the rate is still the same. The trucks are bigger, the loads are heavier——

Mr. Campbell: Aren't you struggling?

Mr. PREST: I am not struggling at all.

Mr. Bourke: He always does.

Mr. PREST: As long as I am effective, it makes little difference whether I am struggling or not.

The maintenance of our roads over the last 22 years has been sadly neglected. Truck operators have made a pittance of a contribution to road maintenance. Now this Government is going to abolish that without saying where it will raise the money that it is giving back to the truckies.

Mr. Goleby: Don't you approve of its abolition?

Mr. PREST: I approve of it, as long as we are told where the money is to come from. The Minister for Main Roads came out a little ahead of the Minister for Transport in answering a question. He said that motor vehicle registrations would almost certainly rise in the coming Budget to meet the $5,500,000 that is being given to the truckies tonight.

I am not talking about the road system here in inner Brisbane. I am talking about the roads in country areas. I have been in the country all of my life. I know that the road system out there is deteriorating.

Mr. Campbell: What a crummy old road the Bruce Highway was in Labor's day.

Mr. PREST: The "crummy old road", as he calls it, has not improved one iota. It is about the same road system as we had when Labor went out. It is 22 years of ineffective Government that is the cause of the road system we have now. Let them not forget that.

One of the points I must make is that the present roads are not built to take trucks the size of those that are running over the roads. They are travelling much faster these days. They are the ones causing the maintenance problems. We have just travelled many thousands of kilometres in the North. Even the beef roads that were put down not so many years ago have deteriorated almost beyond repair through lack of maintenance. If the Government does not do some maintenance of those roads in the North-west and in the North, the roads will be lost in the next wet season—yet the Government is abolishing road maintenance funds of $5,500,000!

I believe, as the member for Fassifern said, that some road hauliers are guilty of gross overloading. What is the Government doing about road hauliers who carry excessive loads and are causing such damage to the inadequate road system that we have under this Government? I am convinced that competition between road hauliers is very keen. That is why the very able member for Brisbane Central said that the cost per ton has not risen but, in fact, has fallen over the years. The reason is that a cut-price war is going on between road hauliers. This could indicate that there are more road hauliers than necessary.

Mr. Bourke: Don't you think that they should compete?

Mr. PREST: Yes, if they compete fairly. When they are competing, they should make allowance for some contribution towards the damage that they are doing to the road system. As the previous speaker said, road hauliers are coming from across the border.

Mr. Burns: What about all of the things that we built on the Toowoomba Range to stop the road hauliers from running people off the road?

Mr. PREST: That is right.

As I said, we believe in cut-pricing, but as well as doing damage to the road system they are also damaging the railways. As the Minister said when it was announced that the State would lose $5,000,000 in road maintenance contributions, it will result in a loss of about $10,000,000 to the Queensland railways.

The honourable member for Lockyer said this afternoon, "what does it matter if we do have to sack another 1,000 railwaymen?" Shame on him! He is one of those who have no time for the working class. I will not be convinced that railwaymen are not a good class of working people. The honourable member is one of those fellows who think that the workers are O.K. as long as they do not have to associate with them.

Mr. Bourke: You are talking a load of rubbish.

Mr. PREST: It is not a load of rubbish.

Our roads are not built for the use of these heavy vehicles. If something is not done about the maintenance of our roads, we will have major problems throughout the State, more so in the country areas than south of Gympie. No-one can deny that we in the country have been carrying the banner for the State.

Mr. Hartwig: It is a pretty nice banner.

Mr. PREST: The honourable member for Callide comes from the country. The only road that he is concerned about is a new road from Rockhampton to Yeppoon to help Iwasaki. He should be called the member for Iwasaki country.

It is true, as the Leader of the Opposition said on his northern tour, that the members of the Government do not travel by road. They travel by air. They fly over an area and inspect the roads, then get onto the tarmac, say that they understand the problem and fly out again. That is their contribution to the country people. I have been in the country all of my life and I know just how much the roads have deteriorated in these areas. This is causing great hardship to the people there.

The condition of our roads is not doing the tourist industry one bit of good. We have no-one to blame for this situation but the Government. No-one is caring about how to replace the $5,000,000 cost by lifting this tax. That question needs answering. The proposal should not have the support of the Government. We will support it, but what we are concerned about is the way in which Queensland motorists will be hit. The Government has already taken the control of electricity from the Brisbane City

Council. Already tonight we have heard of another 10 per cent increase in water charges and an increase in vehicle registration fees. Where does it all end? What the honourable member for Flinders said is true: it is this Government's ambition to hunt the people off off the road and place motor vehicles out of the reach of the small man.

Mr. HARTWIG (Callide) (7.30 p.m.): One would need to have one's head in the sand not to know that the honourable member for Port Curtis was crying crocodile tears over the transport system of this State. It should be remembered that back in 1974 Whitlam wanted to take over the State railways. He took away the fuel subsidies from rural Queenslanders.

Opposition Members interjected.

Mr. HARTWIG: Honourable members opposite cannot deny that. The fuel subsidy was one of the measures that helped the people in the outlying areas of the State. Yet here we have an A.L.P. member who is naive enough to try to blame this Government for what has happened to the roads around Gladstone. Because of the enormity of this great State we face unique problems. The honourable member asked where the $5,500,000 is coming from, but not one member opposite has said anything about this Government's giving $27,000,000 to Queensland people through the abolition of death duties. Because this Government is viable enough to find that money, not one of them has said anything about that. Over the years this Government has balanced its Budget, even after the abolition of death duties. Honourable members opposite should go to New South Wales and Victoria and find out the rates charged in those States for death duties and gift tax.

Mr. Prest interjected.

Mr. HARTWIG: I will lay it on the line for the honourable member for Port Curtis. This Government has done a great deal to develop the electorate of Port Curtis, but the honourable member fails to acknowledge that fact. The development of Gladstone is a story in itself, but the honourable member laughs that off. He is more than naive if he does not realise what the Government has done for his area. He should be a man and stand up and acknowledge it.

An Opposition Member: How about getting back to the Bill?

Mr. HARTWIG: Right. Queensland covers more than one-fifth of the area of Australia. It is twice as large as the combined area of New South Wales and Victoria. In those circumstances, is it not to be expected that we would have transport difficulties? It costs $1.20 a tonne more to transport wheat over a 250-mile journey in New South Wales than it does in Queensland. We do not hear members opposite talking about that sort of charge imposed by a Labor Government in New South Wales.

Mr. Yewdale: We don't hear Tony Elliott talking about it, and he grows wheat.

Mr. HARTWIG: That is because the rate is cheaper in Queensland. During the years of drought and recession we held down cattle freight rates. Not only have we held down cattle freight rates and abolished death duties, but we balanced our Budget almost to the cent. Does that not speak volumes for this Government's management of the economy of this State?

Mr. Prest: How are you going this year with the Budget?

Mr. HARTWIG: Pretty good. It will be right. The honourable member does not need to worry about it. We will pick up that $5,000,000 that he is worried about.

The Commonwealth Government must be made to appreciate the problems that Queensland is facing. Even though the percentage return of fuel tax to this State has improved since the Whitlam Government went out of office, I do not believe that we are getting a fair share of the fuel tax collected by Canberra.

Mr. Scott: Are you blaming Canberra now?

Mr. HARTWIG: The honourable member heard me. I said that we are not getting a fair share of fuel tax from Canberra.

Mr. Scott: Make up your mind.

Mr. HARTWIG: At least I acknowledge it. The point I make is that the year before last the Commonwealth Government took $860,000,000 in fuel tax. Last year it took $978,000,000 in fuel tax. We are not getting a sufficient percentage return in Queensland. We have a problem with long lines of communication that are difficult to maintain. Despite difficulties in maintenance, I would bet London to a brick that the average Queensland road is better than the average New South Wales Road.

Mr. Houston: Oh, rubbish!

Mr. HARTWIG: It is, and the honourable members knows it.

Mr. Burns: Are you talking about that bit that goes under water every time it rains?

Mr. HARTWIG: I am pleased that the member for Lytton has come into the discussion. This morning on the news I heard that the wharfies in Western Australia are not unloading a ship containing thousands of sheep. Sheep are dying every minute. The honourable member did not utter one word of protest about that. But he saw fit to condemn the Queensland Railways because someone with a camera was able to take a photograph showing two cattle down after that train had traversed the longest journey in Queensland. The taking of that particular photograph was a real squib. All that the person who took it did was lose a lot of sleep.

The TEMPORARY CHAIRMAN (Mr. Gunn): Order! The honourable member will now return to the Bill.

Mr. HARTWIG: The Government of this State acknowledges the great contribution that road transport has made to the development of Queensland. That is more than has been done by Governments in the other States, particularly those that operate under the A.L.P. banner.

The Opposition is always condemning the Queensland Premier, but he made a holy show of the New South Wales Premier when he went out, met the truckies and helped to solve many of their problems. After all, the truckies, like everybody else, have to make a profit. They work long hours. They are engaged in a hazardous occupation because it takes many hours for them to travel long distances. I can assure honourable members that we need road transport as well as railways in Queensland. We must have a combination of both, because neither road nor rail can service every far-flung area of the State. There has to be a combination of the two, together with the airways. In this way we are able to communicate with the remote areas of Queensland.

Mr. Davis: Tell us about Iwasaki.

Mr. HARTWIG: The honourable member will be up there accepting his hospitality.

Mr. Davis: No, I won't.

Mr. HARTWIG; Yes, he will.

I turn now to the collection of road transport fees. I think that the Minister was concerned about this matter. Has anyone ever worked out how much it cost to collect the $5,000,000? Has anyone done his sums on that question? Let us look at what happened in New Guinea. There was a head tax in New Guinea.

Opposition Members: Ha, ha!

Mr. HARTWIG: If Opposition members stop laughing and listen, they will learn something. When I was in New Guinea there was a head tax of $10. It cost $8.50 to collect that tax. There was a profit of $1.50. That is virtually what happened here with the road transport tax.

Mr. Houston: Oh, rubbish!

Mr. HARTWIG: It is not rubbish; it is true. Men are out on the highways 24 hours a day, seven days a week, being paid time and a half or double time, to collect a meagre $5,000,000. To the State of Queensland, $5,000,000 is a drop in the bucket.

This State has the economic viability to meet such a proposal, and I commend the Minister for introducing the Bill. I am sure that both road and rail transport will continue to play an important part in the development of this great State.

Mr. HOUSTON (Bulimba) (7.41 p.m.): The honourable member for Callide made a speech virtually round a balanced Budget. The Government of Queensland, of course, does balance its Budget because it is good for propaganda purposes.

Dr. Edwards: And it is good for the economy of the State.

Mr. HOUSTON: It is not good for the economy at this time.

Dr. Edwards: You would have a deficit Budget?

Mr. HOUSTON: I would at this particular time; let there be no doubt about that. In times of high unemployment such as we see today, the State Government should undertake developmental works and give people a chance to earn an honest living. I ask the Treasurer to name for me one successful business that does not go into overdraft when it wishes to expand. All of them do. In fact, a Bill is to be debated later tonight that will guarantee loan funds to local authorities and other local bodies, and I support that. Why does the Treasurer want to run the State differently? As I said earlier, talk of a balanced Budget for the State is all propaganda, and the honourable gentleman knows that as well as I do.

Government Members interjected.

Mr. HOUSTON: This is how the Government balances the Budget. It is not balancing the Budget with great financial skill. It is balancing the Budget by allowing overcrowding in class-rooms. There are far too many children in each class-room. Although there are not enough teachers in the Education Department, hundreds of teachers are out of work. There is also a shortage of police. Every day one reads in the newspaper of an area of Queensland or of Brisbane that lacks adequate police protection.

The TEMPORARY CHAIRMAN: Order! The honourable member will return to the Bill.

Mr. HOUSTON: I am speaking to it, Mr. Gunn.

The TEMPORARY CHAIRMAN: The honourable member is not.

Mr. HOUSTON: Yes, I am. I am speaking about where the $5,000,000 that the Government is losing will come from.

The TEMPORARY CHAIRMAN: Order! There is nothing in the Bill about police.

Mr. HOUSTON: All right. I will come at it this way, Mr. Gunn, if I may. The $5,000,000 that the Government has virtually given away to the interstate owners of transport firms could be used partly to improve the Police Force in this State. I hope you accept that that comes under the Bill, Mr. Gunn, because I believe that it does.

Let me go a little further. As late as today, the honourable member for Lytton—I am sure that he will be speaking later—and I were told by the police at Colmslie in my electorate that the highest crime rate in Brisbane, if not in Queensland, is in one of the suburbs of Brisbane.

Mr. Kaus: Which one?

Mr. HOUSTON: It happens to be the Colmslie area. That shows how the Government balances the Budget.

Government Members interjected.

Mr. HOUSTON: No; fair go. The honourable member for Mansfield was the member for Hawthorne before I indicated that I would nominate for that seat. I am not decrying his action in not standing, but he knows the great problems that have arisen in that area. This Government decided to close the Bulimba Police Station. That is why there is such a high crime rate there.

It is nonsense to talk about balancing the Budget. Anyone can balance his budget if he does not spend money on essential commodities, and in my opinion an efficient Police Force is an essential commodity.

If honourable members opposite do not wish to talk about police, let us talk about housing. How many people in this State want homes? How many people are being denied the right to rent a Government house? They are paying high rents and being ripped off by the people whom honourable members opposite support, simply because the Government wants to balance the Budget.

There are many matters that I could raise. Earlier in the session honourable members debated a Bill relating to local authorities. In fact, the Local Bodies' Loans Guarantee Act Amendment Bill is on the programme for tonight. I suggest that honourable members opposite, particularly country members, talk to their own local authorities and then say that they are not being starved for finance by the State Government. The rates of subsidy have been reduced year after year.

In talking about roads, let us look at the shocking condition of the roads in Queensland. They have deteriorated over the years and the standard of maintenance has declined. I suggest to those Government members who talk about travel and tourism that they drive from Brisbane to Cairns to see for themselves the state of the roads. They should not talk about balancing budgets. Anyone who restricts services and lets the people suffer can balance his budget.

Recently I went to New South Wales to look at many things, including roads. I would rather drive on a New South Wales road between the border and Tamworth than on a Queensland road from Brisbane north. The roads in New South Wales are wider and safer than the Queensland roads and do not have the high shoulders that we have in Queensland.

Let me deal with the price of petrol. In New South Wales, the price in country areas is 23.7c a litre. It does not matter whether petrol is bought in Tamworth, Glen Innes, Grafton or Casino, the price remains the same.

Mr. Kaus: In other places south it is $1.

Mr. HOUSTON: It is not $1 a litre anywhere, except in Queensland. The price in New South Wales is 23.7c a litre.

When I returned to Queensland I asked the Minister in charge of prices (Honourable F. A. Campbell) why it was that in New South Wales petrol could be bought at any service station for 23.7c a litre, whereas in Queensland it was 24.9c a litre at some service stations and a much higher price in country areas. I have not heard any National Party members complain about the high price of petrol in their areas. In fact, Mr. Anthony said that the price was too low and that it should be raised. Do not forget that the Liberal-National Country Party Government in Canberra imposed the additional tax of 16c a litre. Government members are doing nothing whatever about that.

In answer to my question, the Minister said that I should go to the oil companies. What a ridiculous answer that is! The fact is that the Labor Government in New South Wales told the oil companies that the price would be 23.7c a litre. The Queensland Government, of course, is not game to take on the oil companies. They are too big for it and might not then contribute to its campaign funds.

Dr. Edwards: Are you supporting price control?

Mr. HOUSTON: Where it is necessary, yes. The Treasurer should not try to pretend that he doesn't support it. After all, his Government introduced it in the Bread Industry Committee Bill. The only difference between the Government and me is that, whereas I claim that a maximum price should be set, the Government set a minimum price. The Treasurer knows as well as I do that price control is practised within the medical profession also.

The TEMPORARY CHAIRMAN (Mr. Gunn): Order! The honourable member will come back to the Bill.

Mr. HOUSTON: I am being side-tracked, Mr. Gunn. The Minister provoked me.

What is the real problem that confronts the truckies? Most of them are subcontractors. If they choose to work for themselves, that is their right. If they choose to invest in a modern heavy vehicle, that, too, is their right. But surely it is not prudent to buy a piece of equipment that one cannot afford to pay for. Unfortunately, owing to competition in the trucking industry, a lot of

the truckies over-committed themselves in their hire-purchase agreements. Neither they nor Government members have denied that. That is the crux of the situation. Too many truckies are competing against one another, and they have over-committed themselves.

The companies who control the business and to whom the truckies subcontract are not worried about the hire-purchase commitments of the subcontractors. They simply lay down a price of so much per tonne mile.

Mr. Davis: Take it or leave it.

Mr. HOUSTON: That is right—take it or leave it. Because these fellows have invested so much money and have it tied up, they have no option but to take it. As we know, the truckies put on a demonstration.

Was it any different from the action taken by a worker who, through his trade union, puts on a strike to get improved conditions? But think of the tremendous difference in the attitude adopted by the Government. When the truckies decided to stop somewhere, the Government immediately went to them and said, "We will give in. We will get rid of this tax." As if that would save them! It will not do so; it is only a very small part of the problem. But the Government hoped that its action would embarrass the Labor Government of New South Wales. What a paltry, miserable attitude to adopt!

Mr. Bourke: That is only your interpretation.

Mr. HOUSTON: That is the only interpretation. The honourable member cannot give a better or more factual one.

I am not accusing the Minister for Transport. He was the innocent pawn in the whole battle. The Premier made many statements. The Minister for Transport realised the problems that would arise with the loss of the $5,500,000 and he proposed to recoup it by imposing a tax on diesel fuel. Little did he realise that that was not practicable. However, the Minister for Transport was concerned, and I give him credit for that.

Mr. Davis: He got rapped over the knuckles.

Mr. HOUSTON: He did. The penalty might be a trip to England. We do not know, but his colleague sitting beside him might be a front-runner for that position.

I do not object to abolishing such charges. In the light of the problems associated with it it was not an appropriate charge. Some honourable members who have been here for some time may recall that we had to attend a special meeting of Parliament a few years ago to validate the charges that were imposed. When I read the debate relative to that legislation and noted what the Minister and Government members said, I gained the impression—and, I think, correctly—that unless the legislation was put through and the State continued to collect the tax the State would fall apart. We are now told that it does not matter very much. How different is the Government's approach to the truckies compared with its approach to the trade unionists when they decide to go on strike to improve their conditions.

This legislation is designed only to improve conditions for the truckies in the hope that they will make ends meet. That is just what the worker does when he goes on strike. Will the Government be as quick to talk over matters with the workers? Of course it will not. In fact, the Minister gave notice today of legislation to belt the workers down again. The Government's attitude to the truckies is completely different from its attitude to other workers. Most of the truckies do not come from Queensland but from interstate.

Honourable members representing country areas have praised road transport. I agree that it has done a tremendous job. Only yesterday we debated a Bill concerning bakers. The Government was very forthright on that legislation and used its numbers to push through a Bill to ensure competition between country bakers and the city and large provincial bakers. On this occasion the Government is doing everything it can to close up the railways. It wants to abolish all competition. The railways cannot survive when the Government is trying to kill them.

According to the Queensland Government Gazette, the Railway Department's operational loss was $59,600,000 in the nine months ended 31 March. What will be the total loss by the end of the financial year? With the removal of road tax, the major operators—not the owner-driver who is really the middle man caught in the web—and overseas-owned companies who do the contracting will really get the major benefit. They will further undercut the railways.

It is quite strange that when things are tough all the country people want to use the railways—not because they think it is a better service but because they know they can get rebates from the Government. What rebates do they get from T.N.T. and other major trucking companies? If they bring about the closure of railway lines through accumulation of losses, let me warn them that in the long run the country people will be the great losers. Nobody could imagine these internationally based companies—companies based outside Queensland—caring two hoots for anyone in this State, country or city people, when they have no competition at all. It will be as simple as that. Although we support the legislation——

Mr. Bourke: You could have fooled us.

Mr. HOUSTON: We support it. We said we would do it. When we put this forward in our policy at the last State election, we also set out what we would do to compensate for the money lost. If the Government had done it that way, I would have simply been speaking in support of the Bill. However, it went about it in an entirely different way.

The reasons why it did it were different—and Government members do not know what the consequences will be. Once more it will be a case of hoping for the best.

Mr. NEAL (Balonne) (7.57 p.m.): I support the Minister in his introduction of this Bill.

An Opposition Member: You always do.

Mr. NEAL: That would be fairly natural. Legislation is considered before it comes here.

Simply put, this Bill is all about eliminating the payment of road maintenance charges. Over the years the Government has been sympathetic to the road transport industry with all its problems. It also recognises the tremendous contribution that that industry has made to the development of the State. Many areas simply would not survive if it were not for the operations of the road hauliers. They give a speedy, efficient, door-to-door service.

Some sections of this industry have been increasingly beset with problems. Many factors have contributed to that state of affairs. Road maintenance charges were one factor. Whilst I agree with the principle of road maintenance charges—namely, that those who are using and damaging the roads should contribute to their upkeep—the practical application of the principle has left a lot to be desired. Collection of the tax has been very difficult. It has necessitated checks on returns by officers of the department. It involved the inconvenience of paperwork and the employment of extra staff by the trucking companies to fill out monthly returns. Not all truck operators have been paying these maintenance charges.

Mr. Davis: Not out your way.

Mr. NEAL: The member should not accuse truck operators in my area of evading the tax. That is what he is doing.

An Opposition Member: You said it.

Mr. NEAL: I am not talking about operators in my area. In the main, I am talking about interstate and long-distance operators. They have been evading this tax.

It has been stated that the removal of the tax will result in a loss of some $5,000,000. That amount has been estimated to represent about 60 per cent of what should have been collected if everyone was paying up. Obviously it has not been happening. When the percentages are worked out, it is seen that the State has been missing out on $3,500,000 to $4,000,000. We have heard estimates of how much it cost to collect this tax. It has cost between 12 and 14 per cent of the amount collected, or about $1,000,000 if those figures are correct, and I doubt whether they are because I do not think they can be calculated accurately. So we were probably losing well over $1,000,000 in the cost of collection. That amount did not come out of road maintenance tax, which was paid into a special fund. The administrative charges came out of Consolidated Revenue.

I believe that the tax has been unwieldy. As only 60 per cent of it has in fact been collected, it is clear that it cannot be collected efficiently. It has created problems for the truck drivers. This is one of the reasons why I support its abolition.

I believe that the principle was quite O.K. because, in essence, road maintenance tax should not have been paid by the transport operator. He was the collection agent for the Government. When the operator calculated his charges for cartage, he took into account his operating costs and his margin for profit. He should also have taken into account the 0.17c per tonne per kilometre that he had to collect for the Government in road maintenance charges.

Mr. Davis: He should have done that, shouldn't he?

Mr. NEAL: Yes. I am not arguing about that.

As I said, many problems have been associated with the trucking industry. One of them has been the ease with which truck drivers have been able to acquire finance to get themselves into the trucking game. I have no kick against those people. I take my hat off to anyone who is prepared to put his money where his mouth is and be prepared to have a go. The hire-purchase companies have something to answer for in this matter. Undoubtedly they have been getting their fingers burnt with some of the repossessions that they have had to make.

The evasion of road maintenance charges has accentuated the problem because it has allowed those truckies to undercut prices and compete at an unfair advantage with the operators who were playing the game. I have spoken to a number of truck drivers. I have been amazed at some of the stories.

One told me that he had driven trucks for a number of years. He saved up something like $10,000. He bought himself a second-hand rig and went into the game. Things did not turn out as he thought they would and he started to get into financial difficulties. I mention this to illustrate my point about the ease with which they have been able to get finance.

When he got himself into difficulties and was not making any money, he got the bright idea of going along to a finance company and taking out a lease on a $40,000 truck. He told me—and I cannot verify it—that the hire-purchase company gave him a trade-in of $15,000 on his truck, $12,000 of which he was able to put into his pocket. He found that he was not getting the volume of cartage that he had hoped for and he was losing money. He started feeding in part of the $12,000 to keep himself afloat. There is only one way he could go by doing that.

After three or four years he traded that truck in. He told me that the hire-purchase company gave him something like $35,000 or $40,000 to put in his pocket as a trade-in on a $90,000 rig. This has been one of the contributing factors.

I do not say that all of the truck operators who were in difficulties got into trouble in this way. But certainly this was not helping those who were gambling not only with everything they had but with what they did not have. I have a great deal of compassion for these persons because they are making a great contribution to the development of this State and, indeed, to Australia.

There is no way in the world that the railways can handle the freight that is being carted by road transport in this State. Equally, there is no way in the world that the trucking industry could cope with the freight that is carried by rail. The two have to meet somewhere along the line and work together. As the truck operators blockade proved, there are a lot of problems to be ironed out. I do not know how they will be overcome.

We have heard tonight about the problems of prime contractors and the even greater problems of subcontractors. I believe one of the problems has been caused by subcontractors' undercutting each other because they have had a hire-purchase company breathing down their neck. If the normal rate to haul a load was $35 a tonne, they would take $25 a tonne. If they had commitments to meet, they thought it was better to get $25 a tonne for a load than ask for $35 a tonne and not get a load. I believe that the hire-purchase companies should accept their responsibilities and tighten up on their lending practices.

Mr. Davis: Have you many trucks out in your area?

Mr. NEAL: I would not have a great number of trucks but there are a number of truck operators in my area. Most of them, because they are long-established firms, would not be in a great deal of trouble. Their main objection to the road maintenance tax has been the inconvenience of filling in their trip sheets and other forms each and every month.

Mr. Scott: They're probably not worried about paying.

Mr. NEAL: No. I gathered from talking to many truck drivers when I pulled up at one of the blockades that by and large they accept that the trucking industry has to make some sort of contribution to road maintenance. Getting back to the undercutting of prices, I found that some operators who were engaging in this practice and thus having to run at a cheaper rate were overloading their trucks as well.

There has been a lot of talk about how the abolition of road maintenance tax has been a hand-out to the truckies. To those who were paying the tax it is certainly going to make them that much better off, but it will not make one scrap of difference to those who were not paying the tax except that they will not now be liable for the tax they avoided.

Mr. Davis: Have you also found the problem of the grazier who operates his truck in competition with the road haulier?

Mr. NEAL: I have not really found that to be a problem. There are some graziers who have licences to hire but they are in the business all week. In fact, there are quite a number doing that very thing, and provided they have a licence and are doing the right thing, that is O.K. by me. I have no objection to anybody conducting any sort of business, provided he does the right thing, gets the permits and so on.

Mr. Davis: Some of these graziers reduce their rates.

Mr. NEAL: I am not going to argue about that. That is their business. Anyway, I do not know how the honourable member has obtained proof of that. I certainly have not. I have found that the truck drivers in my area are all pretty competitive.

The question of the loss of $5,000,000 in revenue has been raised. I certainly like to see the State getting rid of taxes that are unwieldy or difficult to collect. But I do not like to see the State losing money in that area. We have a job in maintaining our roads. It is all very well to say that we need this money; but the $5,000,000 that we were collecting in road maintenance tax was a very small amount when compared with the cost of maintaining our roads throughout the year.

We will be continually faced with that problem of finding money to maintain our roads; there is no getting away from it. One only has to look at the increase in the number of trucks on our roads every year, and the increase in the size of the trucks. It is the same story with the railways. I do not have the figures with me now, but I had them a few months ago for a previous debate. The railways have been carrying many more thousands of tonnes of freight each year. I believe that the railways also will benefit from the escalation in fuel prices. I believe that they must in the long term. The railways are the best method of carting heavy freight.

The simple fact is that the Queensland railways have the greatest length of track of any system in Australia and, because of the sparseness of our population, we have to face this problem of long distances. It is all very well to compare the Queensland railways with the railways in the other States. Quite a bit has been said about New South Wales tonight, so let us look at the railway system in New South Wales. The losses incurred by the New South Wales railways are very much more than our losses—in fact, they are five or six times

more. New South Wales has a greater concentration of population and its railways have a greater volume of freight to carry, but its charges are a damn sight higher than ours.

The honourable member for Bulimba referred to petrol prices and to the state of the roads in New South Wales. It is a pity that he is not in the Chamber at present because I would like to tell him that I have just been to New South Wales and know the conditions there. I did an extensive trip by car into some of the western areas of New South Wales, and I can assure him that the roads there are no better than the roads in my particular area, for a start, or in the western areas, and New South Wales fuel prices are just as dear as they are in Queensland. If he wants to know something, the fuel distribution point for a large part of South-west Queensland is Moree.

I shall tell honourable members another little story about New South Wales. I was down there looking at the road situation. The people there approached me to see if I could have some pressure put on the Federal Government to get its assistance, because the New South Wales Government was constructing one-quarter of a mile of bitumen a year on the road link between Mungindi and Moree. Opposition members should not talk about how good the roads are in New South Wales.

In my view we have done the right thing in abolishing the road maintenance tax. It is something at which our party has been looking for a number of years. It has been in the policy of our party. I am pleased to see the tax go out the door. I do not know what tax could be introduced to replace it, because I know the maintenance problems in the outback areas, the long distances that people have to travel and the long distances over which they have to cart their freight.

The honourable member for Callide referred to the amount of money being collected by the Federal Government in excise duty. Whereas six or seven years ago about 72 to 75 per cent was returned to the States for road-works, now only 42 per cent is returned. I believe that the Federal Government could assist the States to undertake road-works throughout Australia by returning to them a greater percentage of the excise duty that it is collecting on fuel.

Mr. SCOTT (Cook) (8.16 p.m.): The honest and direct points in this debate are coming from this side of the Chamber. The dishonest points are being disguised as pearls of wisdom and being cast about by honourable members opposite.

Honourable members opposite stand up and say that they support the legislation, but they do not tell us why. A classic example was the honourable member for Balonne, who said that he did not know where the tax was going to come from to replace this legitimate income for the State. Of course he does not know. Honourable members opposite never know where the money is coming from. They are told something by the Treasurer, and they do not know and do not care. Ministers do not care, either. However, they are a little bit more honest. They know that it is going to come from the working people of this State. That is where the taxes will come from. Mark my words, Mr. Gunn!

Government Members interjected.

Mr. SCOTT: Honourable members on the opposite side of the Chamber do not give a damn about the workers. Without a doubt, the honesty in this debate is coming from this side of the Chamber.

The man for whom I feel sorry is the Minister for Transport, who is the meat in the sandwich. His is another scalp taken by the Premier in his attempted climb to glory in this State. He is another Minister who has been sacrificed on the altar of the Premier's ego.

During this debate, the poor Minister for Transport has been shrivelling in his seat because he is not happy about carrying the can for the Government in this instance. Of course, he wears two hats. He is the Minister in charge of both road and rail transport. When he wears his hat as Minister in charge of roads and the Premier does something like this to him, the other side of his portfolio suffers. I think that is a shame, and the Minister also thinks it is a shame.

An Opposition Member interjected.

Mr. SCOTT: He is the Minister in charge of roads; that is the other side of his portfolio. Why is he handling this matter if he is not concerned about that?

As I said, the honourable gentleman has been sacrificed by the Premier, and he has now joined the Minister for Mines, Energy and Police, who was sacrificed over the siting of the new powerhouse, as was his senior public servant, the Commissioner for Electricity Supply. One can go back to the previous Minister for Police——

The TEMPORARY CHAIRMAN: (Mr. Gunn): Order! I ask the honourable member to come back to the Bill.

Mr. SCOTT: I am really speaking about why this legislation has been brought in, Mr. Gunn. I am glad you brought me back to the Bill. It is introduced to pander to the ego of the Premier and for no other reason. That is the sort of Premier we have. He is a man who pulls the strings and says, "This area of revenue will be increased, and that area of revenue will be decreased", and there is no rhyme or reason for that and the people of Queensland suffer as a result of his manipulations.

In their tour of the north and west of Queensland, Opposition members received first-hand complaints about the way in which the people of this State are suffering at the hands of the Government. There is a dual debate, Mr. Gunn. Honourable members are debating both local and constitutional matters. Of course, the greatest problem in relation to this tax arises in carrying goods across the State boundary. That is a constitutional issue, and it is another issue that the Government will not face. It will not contribute in any real way towards a constructive alteration to the Constitution of this country that will allow the problems to be overcome. The Government has its head in the sand; it will continue to have its head in the sand.

No real effort is being made to solve the problem, and one honourable member opposite almost cried when he spoke about the manipulations of the finance companies that were getting at the truck owners in his electorate. What he said is true, and their actions are verging on white-collar crime. Again the Government of this State will not co-operate with the Federal Government, which wants to rationalise the business interests of this country and bring some rationality into the laws that control them. That is why we are now in a situation in which Queensland is going to lose $5,000,000 or more.

The Government is lax in the other policy areas that I referred to and, what is more, it has no transport policy anyway. So why are we debating a Bill that will eliminate a sectional tax? Why aren't we instead taking a constructive look at the transport problems in the State? Why aren't we looking at the respective costs of road and rail transport? That has not been done by Government members. They have made no effort to introduce some degree of rationality into the government of this State. The Government has no transport policy, nor has it a fuel policy.

If the Government had a fuel and energy policy, we would have some idea of where we were heading and we would have some idea of what weight should be put on our various resources. We could at least attempt to head in the right direction and give a lead to the rest of Australia. Queensland has vast energy resources but, instead of being used properly, they are being sold out cheaply.

Coal is a great source of revenue, but instead of using it properly the Government is giving it away to overseas interests. What moves are being made to convert coal into liquid fuel? All we have heard from the Government is talk; we have seen no action.

The Queensland railways have been allowed to run down. A Government member spoke about the increased loadings carried by the railways. In line with the rest of Australia, Queensland is going through a growth period, so it is only natural that increased loadings will be carried by the railways. But what is happening to the standard of the railways? It is being allowed to drop alarmingly and this is causing grave concern.

While we were out West, I heard the northern manager of the Railways Department tell the people that he was very short of cattle transport wagons. What a dreadful thing for him to have to admit to the public! He had to warn the graziers that if they did not get in early and book wagons they would miss out.

We heard complaints from people all through western Queensland, particularly in the Flinders electorate, about the poor quality of the rolling-stock and diesel locomotives that are sent to the West. They are the worst in the State, yet they are put to work in the western and northern areas, where the greatest amount of work has to be done and where maintenance would be the hardest to manage.

Mr. Wilson interjected.

Mr. SCOTT: The National Party will not have to put up with it for too much longer; it is on the skids. I do not think there will be many National Party members out West.

This opportunist Government is reducing the revenue of the State in an incredible manner. At the peak of the dispute, this State Government, which is notorious for union-bashing, pandered to a group of truck owners in the worst possible manner. At the first sign of any sort of disruption, it gave in to try to improve its electoral credibility. In contrast, any electricity industry workers who have real cause for complaint about working conditions and who show any sort of spirit will be hammered into the ground.

The member for Fassifern told us that the sum of $5,500,000 was a mere bagatelle.

Mr. Muller: That is right.

Mr. SCOTT: In that case, let it be spent in the Cook electorate, where it will be welcomed with open arms. The people in my electorate do not see that amount of money from this Government.

We have heard talk about difficulty in collecting the tax. My heart bled for those poor truck owners who have to do a little bit of paperwork! They want to make a quick quid without having to account for their profits. The profit motive is all that concerns those operators in the eastern half of the State. I do not say that that comment applies to those out West, who operate under great difficulty. It applies to those who come from southern States and pick the eyes out of the freight market. They make money, but they do not want to have to do the paperwork associated with the job. This Government has imposed on local authorities a quarrying tax, which involves a good deal of paperwork. The quantity of road-making

material that is taken from the site has to be worked out so that the amount of tax can be calculated. They are not at all happy about having to do that. The Government does not think of the paperwork that it is imposing on local authorities. Let that $5,500,000 come to the Cook electorate. I will certainly offer wise counsel on where it should be spent.

Before returning to deal with the heart of my electorate——

A Government Member: You will take us on a Cook's Tour.

Mr. SCOTT: A Cook tour.

At this stage it is pertinent to comment on some of the bad roads that we travelled over in electorates adjoining mine. The road that takes the cake—if I may mix metaphors in that way—is the one from Julia Creek to Normanton. I have seen no other bitumen road that is raised about 18 inches in the middle, with a longitudinal corrugation running down the road ahead of the driver. Any driver traversing a bump on that road—and there are many of them—does so at great risk to the sump on his vehicle.

People who travel from Normanton in my electorate down to the south have to use that road. It is so narrow that it presents a hazard to life for those travelling on it. We were warned about the road by numerous peop'e before we set out from Julia Creek. They said, "Watch the road because you will have road transports and other trucks coming towards you. There is no way of getting off because of the rough shoulders and edges." One of the councillors in the McKinlay Shire spoke about anthills in the grass at the side of the road and warned us that they were a real hazard if we had to get off the road to allow traffic to pass. I might say that the condition of the roads in the Cook electorate does not improve despite the good work done by the shires in my electorate with the very small maintenance allowance from the Government.

I have received complaints from all over my electorate about the condition of the roads. For example, the Far Northern Branch of the Cattlemen's Union contacts me regularly urging me to press its case with the Government about maintenance of the Peninsula Development Road. It is in a shocking condition. The number of cattle moving out of the area is increasing with the better prices, but the producers and the carriers are unable to capitalise on the good prices because they are losing money in truck maintenance. They will not notice a small reduction in the remission of road tax.

I have received complaints from prawn processers at Cooktown. About 30 prawning boats work out of the town. All the prawns come by road to Cairns for processing. I have received serious complaints about heavy prawn losses. I have travelled on that road often enough to know what condition it is in despite the valiant efforts of the Cook Shire, with its small allocation——

An Honourable Member: And the member for Cook, too.

Mr. SCOTT: That is so.

Very little improvement is effected in the road condition.

Karumba and Normanton are isolated for months. These problems do not necessarily relate to the road maintenance tax.

Mr. Neal: What isolates them?

Mr. SCOTT: Flood-waters isolate them because the roads are not built in a satisfactory manner.

Mr. Neal: You cannot build roads out there.

Mr. SCOTT: Of course roads can be built there.

Mr. Austin: How many vehicles a day would you say would travel on the road?

Mr. SCOTT: I would be quite happy to ascertain the numbers for the honourable member. I am quite sure that the figure would be impressive. However, I do not think traffic movements in the area are recorded properly by the department. I do not think the department knows what the traffic movement is out there.

Those centres are isolated for weeks at a time because the roads and bridges are not built at a sufficiently high level. If they were built at the right height, people would not be isolated for so long.

Some Opposition members have talked responsibly about how the revenue from this tax can be replaced. We cannot expect a constructive suggestion from the Government members. They just do not know. In no way can the money be recouped by increasing taxes on fuel. One man in this country has put paid to that in any shape or form. I refer to Mr. Anthony, who is commonly known in the North as Little Boy Blue. That is the measure of his contribution to Australian politics. It seems that all he can talk about is increasing the price of petrol in Australia—and that is what is happening. The Federal Government is following his policy and is increasing the prices. I will quote some relevant figures. In December 1975, super grade petrol was 16.2c a litre in the metropolitan area. I have before me a tabulation of the progressive increases in the price of that fuel. By 30 April this year, it had risen to 25.5c. That is an incredible increase over such a short period.

Mr. Goleby: Every other country has done the same.

Mr. SCOTT: That may be so, but it need not be so in Australia. That is a direct result of the policies that have been

imposed on Australia by Mr. Anthony. They are not necessary in this country. They impose very difficult operating conditions on people who live in the Outback.

On so many occasions we have heard criticism in this place of the Whitlam Government's removing the rural petrol subsidy. I accept that that was an ill-advised move. But what is the present Federal Government doing about it—the Government that the Premier stumped the country for, saying that we had to vote for it because we would get decent, real and responsible Government? Instead, we have seen heavy fuel price increases.

Mr. Burns: Anthony wants to push them up. It is his policy.

Mr. SCOTT: Of course he wants to push them up. We have the hypocritical Federal Government saying that it would equalise fuel prices in this country. In this State's "Hansard" are statements that petrol in the country would not exceed the city price by more than 4c a gallon. In the Outback it now costs 30c a litre. That is well over 16c a gallon in excess of city prices. That is the sort of good government that the present Federal Government, which is the same political colour as this one, is giving Australia. The people of the Outback certainly will not wear it any longer. They are fed up right to the top.

People who operate road plant out in my area have been further imposed on. There has been an investigation in Australia by a committee that is making an attempt to equalise standards for the production and operation of road trains. I have written to the State Minister about this. He has tried to offer me a fair explanation of why the people out there are facing difficulties in getting permits to operate road trains. I would like some clarification of this issue given in this Chamber. I know that this aspect is not pertinent to a debate on this legislation; but at some later date I would like the Minister to clarify the position, which is causing a lot of hassle for people who have to get permits for long road units.

The member for Fassifern said that transport operators had been subjected to great financial stress.

Mr. Muller: They have been, too.

Mr. SCOTT: That is quite a strange statement to make. If they have, it has been clearly demonstrated from his side of the Chamber that it is a result of their own making; that it is because of their own economic mismanagement that they have suffered great financial stress. What will happen about it? Why doesn't the Government do something about it and give them some training or assist them to operate their businesses?

In conclusion, I say that we must urge this Government to establish a policy and to rationalise its affairs. It must look at revenue-raising in a proper manner so that people of the State know where they are going. As a matter of fact, they are waiting with bated breath for the announcement by the Fraser Government tomorrow about the increase in taxes that Australia is faced with. So let us have a little bit of rationality from our State Government. Let us have transport rationality so that we know the type of transport that is best suited to this State. Let us have energy-use rationality, too, so that we know the type of energy form that should be used in transportation.

Dr. SCOTT-YOUNG (Townsville) (8.35 p.m.): I will not keep the Committee very long with what I have to say. A lot of this problem stems from the Commonwealth Constitution, which certain members—and the last speaker especially—wish to see changed. Section 92 reads—

> "On the imposition of uniform duties of customs, trade, commerce, and intercourse among the States, whether by means of internal carriage or ocean navigation, shall be absolutely free."

That is the whole basis of the Bill.

Another interesting facet is that the gentlemen opposite forget that, despite what we say about the Premier, he is the only man in this country who has reduced direct and indirect taxes and has managed the State completely without interevention or supplementation by the Commonwealth. He has most probably proved himself to be one of the most able administrators of State finances that this country has ever seen.

Mr. Davis: Who is that?

Dr. SCOTT-YOUNG: The Premier.

Mr. Scott: Are you trying to get back in with him?

Dr. SCOTT-YOUNG: No. I have no personal truck with the Premier on certain matters, but I must admit facts. Members opposite do not have to worry. All of their supporters agreed with this years ago, with the result that there were only 11 members of the Opposition. The remainder of the community agrees with what I am saying.

Mr. Burns: Does your wife agree with you on that?

Dr. SCOTT-YOUNG: My wife agrees with me, too. She might not like Joh but she says that if she could run her house as well as he runs the State, I would be better off.

The whole problem is readjusting taxes that are painful and hurtful, create disharmony and create unemployment. The present crisis with the trucking industry exists not only in this State but right throughout Australia. New South Wales did not handle the problem as well as our Premier did. I think the sores are still open in New South Wales whereas they might not be lingering in Queensland.

One of the problems is section 92 of the Constitution. It allows a person to deviate over the border and come back across it, and the journey is then free and easy. This has definitely thrown a considerable strain on our roads.

At the same time, the truckies have been slightly exploited by the financing systems, which allow them to lease large trucks. Leasing is not as easy as it seems. A person with the original capital would do much better to buy a truck, but many of these young men do not have that sort of capital. They are small businessmen and they go ahead with leasing. At the end of three or four years, they find they have a considerable capital repayment to make or they have to keep going. This is bad business. Unfortunately, it has fallen back on the State and the State has to take the brunt of it.

There has been a lot of talk tonight about our roads. Recently I conducted a survey of roads from North Queensland to Sydney. There is no doubt that we have better roads than New South Wales. The honourable member for Lytton knows that my wife agrees with me on this. We have better roads.

Mr. Burns: That is the only time I have heard that she agrees with you.

Dr. SCOTT-YOUNG: She always agrees with me.

Queensland roads are far superior to those in New South Wales despite the fact that our system is constantly knocked and run down by the Opposition and the Press. If a person drives all the way to Sydney he will notice the difference as soon as he crosses the border. Coming back, it is even more noticeable. He will leave the high-crowned road with broken-down shoulders and come onto reasonable roads once he crosses the Queensland border. My children, when we passed through the gates at the Queensland border, gave a loud cheer because they were so pleased to be back on reasonable roads.

There are certain aspects about the Queensland roads that the Minister for Transport should think about. Some of them are definitely overworn, particularly in sugar-cane areas, where they are constantly being overused day in and day out by cane transporters. All members with electorates in cane-growing areas should think about this problem. I think we should try to come up with an improved form of road surfacing in those areas. I have very little cane grown in my area except down at the far end, so it does not interest me, but I have noticed the condition of roads in cane-growing areas. Some Labor members in cane-growing areas will find that their roads are definitely being knocked about more than those in other electorates.

Mr. Davis: More money under Labor.

Dr. SCOTT-YOUNG: I think cane-growing areas should receive more consideration.

When this tax is removed, we will have to sit down and work out where the money to replace it will come from. It is a simple matter of accounting, and I am quite certain that the Premier and the Treasurer will work this out and come back to this Assembly with a reasonable plan to replace the road maintenance tax.

Mr. Underwood: And the workers will bear the brunt of it.

Dr. SCOTT-YOUNG: The workers in this State have never been better off.

Opposition Members interjected.

Dr. SCOTT-YOUNG: Listen, this State was the first State to remove the most iniquitous tax ever devised, probate and succession duties. They have not been reimposed. We have managed without that revenue. The same thing will apply when this tax is removed. There will be no gross imposition on members opposite, the workers or me either. It will be balanced out by reasonable administrative procedures, by reasonable thinking and by reasonable planning. Any move to take the place of this tax will be spread evenly throughout the community, and no-one will be overburdened.

An Opposition Member interjected.

Dr. SCOTT-YOUNG: The honourable member could die tomorrow and his wife would get his house and whatever else he had. She would have no worries. That did not come from a Labor Government. This tax was removed by the Premier, and it will be found that through good administration the resultant loss will be spread evenly throughout the State and no-one will be harmed. I consider this to be a worthwhile move, and I congratulate the Minister who has presented the Bill to the Committee.

Mr. UNDERWOOD (Ipswich West) (8.43 p.m.): Any legislation introduced into this Assembly should be designed to cure some problem or make life better for the people in the community. This legislation has been introduced to try to get many truck owner-drivers out of the financial quagmire in which they find themselves. Unfortunately, we do not believe that it will sort out the problems they face. The removal of this tax is only one of many demands made by the truckies during their blockade and presented to the various Governments around Australia.

The removal of this tax is a knee-jerk reaction by this Government. It is a Government without vision. It has no plan for the 1980s. The Assembly has been sitting now for two or three months dealing with this sort of amending legislation. All we have done is amend this and amend that. The legislation before the Committee deals with the removal of an iniquitous tax. I say

"iniquitous" because it cannot be levied properly. In fact, I think the Premier was quoted as saying that only 60 per cent of the tax has been able to be collected. Of course, when the authorities have been able to track down these poor chaps and they have not been able to pay the tax, they have been thrown in gaol. The welfare of their families did not matter.

We do not see white-collar criminals being thrown in gaol. How many of the people ripping millions of dollars out of the pockets of the little people, the various investment finance companies, the building societies, land deals and so on, end up in gaol? Not one! There are a few before the courts at the moment, but none are in gaol. But these truck drivers who, through no fault of their own, have been unable to pay their taxes, end up in gaol.

How do they get into this situation? They are lured into the occupation by glossy advertisements on television and in magazines and through the slick talk of shonky finance men and shonky truck-yard operators. All these influences are exerted upon them. They like the free-wheeling life. They appear to be independent. They are able to move around the countryside seemingly at will. Anyone with a zest for life would like to lead this sort of a life. Of course, these people sign up for their big trucks, on which they generally overcapitalise. They get glossier and bigger trucks than they need. These trucks cost money, and big money.

When they go to buy their truck they are told that they will be guaranteed loads between point A and point B, that they will be able to earn so much a month and that they will be able to pay off so much a month. They are also told that they will be able to buy new houses and television sets and finance their family affairs in a way that has not been possible before. Of course, after they get their first few loads, they find that the company that sold them their truck, that arranged their finance and that has organised their loads for them has gone bust, and they are left out in the cold. Then they have to start running around in the oversupply market of truck drivers and cut someone else's throat. The whole problem is that the trucking market is oversupplied. When there is an oversupply of operators, cutthroating goes on. Men find themselves in an extremely desperate situation. They try to get a load here and a load there. They will take any load just so that they can pay their petrol bills, make the repayment on their truck and keep their business going.

In this time of unemployment, if they lose their truck they have nowhere to turn. They end up on the unemployment scrap-heap. There are no job openings for them. What else can they do? Unless they have another trade, they have to enter the labouring field, and there are not many permanent jobs for labourers.

Mr. Davis interjected.

Mr. UNDERWOOD: That is right. More men are being lured into the trucking business every day, and more are going out of it every day. This is the area that the Government should be investigating. It should try to clean up the shonky people involved in the finance industry who lure these people into the trucking business. It should clean up the people in the truck yards. It should look at the Companies Act in order to try to stop some of these shonky companies from luring these people into this financial nightmare through no fault of their own.

The member for Balonne brought up a very relevant point when he was questioned by Opposition members. He talked about how the truck drivers or the owner-drivers or the trucking companies in his electorate were getting on. He said that they were doing quite well. Let us look at why they are doing quite well. He said that these people, because they realised that they should pay their fair share of the costs involved in maintaining and improving the roads, did not mind paying their taxes. The reason why they are doing quite well is that the market that they are serving is not oversupplied, which is the problem in the city area and in the interstate area. Something needs to be done about this oversupply.

We have to look at ways in which we can cure the financial and social problems facing these people. We will not cure their problems by abolishing this tax. The $5,000,000 that will be abolished shortly is just a drop in the ocean for these people. Their problems will not decrease to any extent. One way in which their problems could be decreased to some extent would be by lowering the tax on petrol. This would also help the commuter and the private individual in country areas.

Tonight we heard the old story about what happened under the Whitlam Government in 1973 to 1975. I should like to remind Government members that since 1975 the Liberal-National Country Party Government has been in office in the Federal sphere. It has been an impediment in the nation's progress. What has that Government done to decrease the tax burden on the users of petrol in country areas? Nothing. All it has done is put up the price of fuel and the tax on fuel.

In 1975 there was a great hue and cry about how Labor had destroyed the economy in the West. What has the Liberal-National Country Party Government done about that since then? There have been two elections since there was a Labor Government in the Federal sphere. What has been done to force the Federal Government to correct the situation? Not one thing that has made any real difference.

All that the proposed Bill will do is savage the Queensland railways, which, according to the last annual report, made a loss of

$113,000,000. Reports appearing in the Press indicate that the legislation will endanger the jobs of 1,000 people employed in the Queensland railways.

Mr. Prest: Mr. Bourke says, "Good on them."

Mr. UNDERWOOD: That is right; we heard him earlier.

The railways are facing three problems in relation to their lack of freight haulage, their loss of income, and so on. Firstly, as announced by the Commissioner for Railways, Mr. Goldston, there is the removal of permit fees in November 1977; secondly, there is the continuing publicity about the handling of cattle trains. That comes into the area of the campaign being waged by the honourable member for Lytton and the A.L.P. to have corrective measures introduced and to have drovers on the trains. Of course, nothing has yet been done about improving the handling of cattle on long-distance trains. Thirdly, there is the removal of road maintenance fees from 1 July this year.

As the commissioner explained, the whole problem boils down to the fact that the abolition of permit fees has given road hauliers an advantage of $12 a tonne initially over a 400-mile trip. As rail freight rates had increased by $13 a tonne, the railways were at a disadvantage of $25 a tonne on a journey from, say, Brisbane to Rockhampton or Roma to Brisbane. As rail freights were about $50 a tonne, honourable members will see immediately that the railways are at a great disadvantage.

Mr. Bourke: That is a load of rubbish.

Mr. UNDERWOOD: It is a load of rubbish, is it? Well, I have it here in black and white from people who work in departments controlled by the Government.

Mr. Davis interjected.

Mr. UNDERWOOD: That is correct. They are from a department controlled by the Minister for Transport.

The situation is inequitable. The story is continually being served up to us—and it was served up again last night in a late-night debate on television—that the railways are being subsidised by the taxpayers. Let us look at the road network in this State, or in fact anywhere in Australia. People using the roads to make a profit are receiving fantastically high subsidies from the taxpayer, the ordinary person in the street. As it stands at the moment, the road hauliers, whether they be small or the big international or trans-Australian companies, are using the roads virtually scot-free. The railways are in a completely different situation. They have to pay for everything and then try to make a profit. On the other hand, the Australian taxpayers are paying for the maintenance, improvement and extension of the road systems.

If we are to be fair-dinkum about subsidising the various transport systems, we should consider roads as a complete entity and railways as a complete entity, then begin comparing them and see which is being subsidised more. I say that the roads are being subsidised more than the railways. In fact, at the moment the railways are suffering from extreme neglect, and this is one of their many problems in competing successfully with road transport. One has only to travel by train and study the schedules to see that. One has only to go to the Roma Street goods yards to see the mediaeval facilities there for the handling of goods.

As I mentioned earlier, statements were made that the proposed measures will drastically affect the railways. It has been pointed out by Government departments that revenue from rail freights is decreasing, whereas previously it had been increasing because of an increase in the handling of minerals. Our transport networks, whether they be air, road, or rail, must be paid for in one way or another. One source of revenue is our mineral wealth. At present, it is being given away for virtually nothing to overseas people, such as the Utah organisation—which, incidentally, has changed its name. After conducting a survey and finding that in Australia the name of Utah stinks, it changed its name to something like Central Queensland Miners. It is now very difficult in Central Queensland to find the name Utah. We should get a fair return from our coal exports so that we could improve our railway and road systems.

The TEMPORARY CHAIRMAN (Mr. Gunn): Order! I ask the honourable member to return to the Bill.

Mr. UNDERWOOD: I am coming right back to the Bill and to the elimination of the tax to help the truckies. All it will do is make our railway and road systems worse than they are at present. Instead of debating this measure, we should be looking at alternative legislation that would increase the returns to this State by way of export levies.

We do not have to go to the West to see bad roads; we need go only as far as the outer Brisbane areas or Ipswich. The Moreton Shire, for example, has a maintenance programme that is barely sufficient to keep its roads together. Its capital investment is decreasing because it is receiving from the various levels of government insufficient money to maintain its roads in proper condition.

Mr. Kruger: What about the road they can't even seal to the industrial estate?

Mr. UNDERWOOD: The failure to construct a strip of road a couple of miles long is holding back the development of the Wulkuraka Industrial Estate. The Government cannot even provide the lousy pittance

that is necessary to update that road. Of course, it wastes $2,000,000 here and there and $259,000,000 on Tarong. Where are the Government's priorities? This legislation shows that it has no real priorities, nor does it have any vision. It is not planning to take us into the 1980s and to help us overcome the problems of unemployment and inadequate transport systems. It should utilise our resources to maximum advantage and give the people who work in the transport systems, whether they be owner drivers or employees working for large companies, a square deal. It should also give a square deal to the railway employees in the workshops, on the trains and on the platforms.

This legislation is a complete about-face from what we were told in this Parliament 12 months ago, when the Opposition was lambasted for suggesting that a fuel tax be imposed. In recent Press statements and here tonight the Minister is suggesting the imposition of such a tax.

Mr. Kruger: Do you think that this legislation might help the big companies like T.N.T.?

Mr. UNDERWOOD: It will help them more than anyone else.

This legislation is being introduced by the Government in an attempt to score a cheap, nasty, worthless, hollow political point at the expense of Neville Wran, who is doing a very good job for New South Wales.

Mr. BURNS (Lytton) (8.59 p.m.): I rise to speak to this motion.

Mr. Bourke: Now we're on the tail-enders.

Mr. BURNS: Yes, we are on the tail-enders and, having read the honourable member's speeches, I know what "tail-enders" really are.

This Bill will not solve the problems confronting the truckies. I have great sympathy for them because, like people on Russell Island and those in many rural industries, they have been ripped off as the result of the Government's failure to stand up and act on their behalf. Many people in industries throughout the State have been treated in exactly the same way as the truckies. It is remarkable to see that on this occasion, however, no law was enacted to attack the strikers. On the contrary, the Government applauded this private-enterprise strike and acted very quickly to help those participating in it. I hope that it does the same thing when other workers go on strike.

This Bill will not be the end of the truckies' problems. As the Minister has said, equitable freights are only one issue that must be resolved in the transport industry. I can remember Clem Jones telling me when he was in the council that in one year the council had contracted for the cartage of gravel from a quarry to various jobs in the city and that the cost was either 90c or $1 per yard per kilometre. I am not too sure of the price, but it does not matter. The next year, after costs had increased, the quote when new tenders were called was 50c. The previous quote was reduced 50 per cent. It was a cut-throat operation which destroyed subcontractors. When the principals cut the price they knew damn well that not one of the truckies could make a living. They knew that most of the truckies were mortgaged to the hilt to hire-purchase companies and had to keep their trucks running in some way. They were living in hope while the truck wheels were turning that they would be able to earn a living or at least keep themselves alive.

Road maintenance tax is just one of the truckies' problems. Another problem is the need for an increase in the upper weight limits. This relates to the statement by the Minister for Local Government and Main Roads about large trucks tearing our roads apart. This statement, in these words, is there for all to see—

> "Truckies tearing industry apart. Irresponsible transport operators were ripping the industry and many of the State's roads apart, the Main Roads Minister said."

This was obviously a prepared Press release. When we lift the weight levels to help them make a quid, we will cause another major maintenance problem that will have to be met out of taxation revenue.

Truckies also seek some form of job security, some re-sale security, equal pay for drivers and a moratorium on repayment of loans.

I agree that this tax should have been removed. I do not believe in this form of taxation; indeed, it was the only tax in Australia for which people can be sent to goal. Income tax can be evaded without a jail term, but anyone who evaded road maintenance tax was liable to be dragged from his home and thrown into goal.

When the Government, and the Premier, agreed in such a hurry to abolish the tax for political purposes, it could have been expected that the Government would tell us tonight, "We have relinquished this $5,500,000, and this is how we will recoup it." Even the most stupid sycophant on the Government side could not say that roads in Queensland were satisfactory.

A story appearing in this week's Press from Western Queensland shires arguing that the roads are bad news only repeats the obvious. We know that they are bad news. Anyone has only to travel from Roma to the West—or from Charleville to Cunnamulla where, last year, 900 dead sheep out of a load of 1,800 going from Longreach to Northern New South Wales were thrown from cattle trucks. Nine hundred died in one week in the Wyandra area on road transport because of the road problems.

A Government Member interjected.

Mr. BURNS: One of the more brainless members of the Liberal Party is interjecting. The cutting is here. The honourable member can read it for himself. It is in these terms—

> "Dead and dying sheep and cattle are virtually surrounding Charleville, according to stock agent Mr. K. Paynter.
>
> 'It is a horrible sight,' he said. 'The council workmen have dug a huge pit and are burying the dead animals.' 'Sheep that are too weak to stand are being killed,' he said.
>
> "Mr. Paynter blames bad conditions on the Cunnamulla–Wyandra road for the growing number of cattle and sheep deaths on road transports through the area.
>
> "About 900 sheep, worth $12,000, died on an 80 hour, 720 kilometre road train journey from Hughenden.
>
> "Of those that survive, it is doubtful if many will live through the rest of the journey,' Mr. Paynter said."

More than 900 sheep out of 1,800 died because of the poor state of the road. And this is not an isolated incident.

After relinquishing the $5,500,000, the Government has not planned in any way to recoup it. Yet day in and day out the Minister for Local Government and Main Roads stands and beats his big fat chest and talks about Liberal-National Party southerners in Canberra not paying Queensland its share of the fuel tax, how we are being robbed, and how he intends to do something about the State's poor roads. At many places in North Queensland the water comes pouring down to cut the road every time it rains. The road between Mackay and Proserpine, and between Proserpine and Bowen on the flats near Ayr, and between Mackay and Rockhampton, is cut every year. That happens to a tourist road in a major tourist State, but the National-Liberal Government has no answer to the problem. In the Minister's words, so far as Queensland is concerned, the end result of this Bill is the loss of over $5,000,000 in 1979-80 through the abolition of road maintenance charges.

If we are to maintain the present standard of road maintenance, this loss in revenue will have to be made up somehow by way of increased State taxation. The Government knows very well that the Prime Minister stated clearly that the Federal Government will not provide additional funds for road construction and maintenance because of the abolition of road maintenance tax. Where will we get the money from?

Tonight some National Party members have referred to fuel prices. Doug Anthony of The National Party was the man who planned the current massive fuel price increases. We have been told that by the middle of the 1980s fuel in Australia will be costing a dollar a litre. That prediction was made by the National Government's advisers. That price will hit every pocket in the State. But the Government and its allies are unconcerned.

When the most important group of farmer representatives ever to be sent south asked for help on fuel prices and told the Prime Minister that in the last few years fuel for farmers had increased three times in cost, he said to them, "We have no intention of giving agriculture any fuel price concessions at present." We know that that is so, because we read article after article in which that is made clear. We see headlines such as "Case on Fuel Price Talks Fails". The grain growers have been mounting a campaign, as the Minister knows himself, for months on end. They have gone off to see Newman, Fraser and Anthony. On every occasion, they have come back having been told to go and jump in the lake. Rural residents are going to pay through the nose for fuel.

This Government is going to have to find the $5,500,000. Quite truthfully, I expect it to be more than that, because I do not think the Commonwealth Government will increase its roads contribution. I do not care how much the Minister for Local Government and Main Roads huffs and puffs over the matter; he will come back to us next year, as he did last year and the year before, and say, "I went down and argued with those fellows in Canberra, and they are worse than the Whitlam socialists." That is what he always says. He waves his hand and the National and Liberal Parties in Queensland then forget about the Main Roads Department workers who will get the sack. They forget about the pot-holes. Next year, when there is a little bit of rain in the wet season, the motorists will all be clogged up on the highway again, or we will see their new idea of putting a gate across the Bruce Highway and not letting anyone through in the wet season. I ask: What will that do for the tourist industry in Queensland?

Mr. Davis: Highway No. 1!

Mr. BURNS: Yes. What will that do for our No. 1 highway? What will that do for the people in the North who want to go on holidays to the South to visit their friends or relatives in the wet season?

Mr. Scott: Mr. Hinze will have a slipped chest; is that what you are saying?

Mr. BURNS: Most certainly.

Many tourists will not go back to the North again. Those members who come from the North and say that the roads are good ought to drive down the highway and follow anyone who comes from the South—especially the older people who drag caravans up the highway. Let them hear what those people have said to me! Working for the Labor Party, I drove up and down those

roads for 10 years. They say, "We are not coming back. The roads are too narrow. The big trucks force us off the road. It is too hard. It's damned hard work dragging a caravan up here." If we add to that the regular flooding, great chances of being delayed on holidays for those who have a short holiday period, or the Minister's suggestion of putting a gate across the road, we will have little or no chance of promoting tourism in the northern part of the State. Of course, tourism is one of our major industries.

If the Government does not intend reducing road maintenance, maybe it is going to raise the money from the cattle producers. Someone had a bit of a shot at me tonight, saying that I was not interested in the railways as far as cattle transport is concerned. Let us have a look at some of the things that the Government might take off the cattle producers. I quote from a Mr. Doug Slack of the Gayndah branch of the National Party, who says that there was a 45 per cent rail-freight subsidy on cattle. I am told by the Minister's advisers that at one stage we lost $20,000,000 on the western railways on cattle freight and that we subsidised rail cattle freight by $9 million this year. A grazier in the West can put 20 head of cattle in a "K" wagon. The grazier is paying $20 to bring each "K" wagon from Winton all the way to Brisbane. Ten wagons will cost him a total of $200—and those 10 wagons will carry 200 head of stock. Yet, when we ask him for a dollar a head (remembering that he is getting $300 a head) he says, "It is too much. I am getting off the railways." I will tell honourable members what I would do. I would take his name down and would not let him back on the railway when he wanted a top subsidy in the tough times.

Mr. Slack said the Government was giving 50 per cent road freight subsidy for cattle producers. We were giving special carry-on loans at 4 per cent interest, with a maximum repayment period of seven years. Which of these will the National and Liberal Parties cut out to save the $5,500,000? The Government gives special drought concessions, which include an allowance of 50 per cent on the cost of moving stock, fodder and water. Which of those are going to be cut out? If the Government is not going to cut them out, is it going to increase taxes to pay for them?

The Government has to be honest. As a result of this, it will lose $5,500,000. Never once has it come out and said where that will come from—only Mr. Goldston, who hopped into the newspaper, said, "I will have to sack 1,000 railwaymen." That is his answer to the problem. Is that the Government's answer? The only answer we have had from this Government is a threat to sack 1,000 men. Surely there is a better answer than that. If Mr. Goldston is right, there will be no train to Charleville; there will be no train to Winton. His idea would be to close the western railway lines. Where is the statement in opposition to this sack threat and rail line closure from the western members of Parliament?

Mr. Glasson interjected.

Mr. BURNS: That is what Mr. Goldston said to me. He said it to me here in this building. He said that if animal lovers keep up this campaign he will have to close the western railway lines. Those western railway lines lose millions of dollars a year. I believe that they should be kept open. I do not believe that a few petitions over cruelty to cattle will close them. I do not believe that the answer to this problem is to sack 1,000 men.

Mr. Bjelke-Petersen interjected.

Mr. BURNS: I am pleased that the Premier is back in the Chamber. He is always off to Townsville and all over Australia. It is nice to see him show a little interest in the problems of the State. He might get up in the Chamber right now and tell us where he will get the $5,500,000 that is being taken out of the transport system and the road system. He might give us the answer to the continued flooding problems that have occurred year in and year out on our major highways up the coast. He might tell us what is to be done about the road from Cunnamulla through Wyandra to Charleville, which bogs in July and causes many graziers to lose their stock on road transports along the road. He might tell us about his plans for the road from Augathella, through Blackall, up to Longreach, up through McKinlay and out to Mt. Isa. When will he do something to make it a decent road? When will he fulfil half the promises he has made about our roads?

Does he remember the T.V. programme on which he said, "Roads are no problem. By the year 2000 we will have electric trains and monorails." The way the Premier is performing we will have the soles out of our shoes and the seat out of our pants as we trudge around this State in the year 2000. That is the way it will be.

Mr. Scott: The Japanese will be doing well.

Mr. BURNS: I am glad that the honourable member introduced the Japanese. Mr. Hinze said that he wants to get the road money from Japan so we can have Japanese roads. Well, we have Japanese tourist resorts. Russell Hinze is a Minister of the Government and nobody has denied what he said. It appeared in the Press on 7 June last year.

Mr. Underwood: We should charge the Japs more for our coal instead.

Mr. BURNS: Of course we should charge the Japs a lot more for our coal.

The TEMPORARY CHAIRMAN: (Mr. Gunn): Order! The honourable member will now return to the Bill.

Mr. BURNS: I will deal with the Bill, Mr. Gunn, but at that time the Main Roads Minister said that he was shocked at the deterioration of some State roads. He said that he needed an extra $50,000,000 immediately for road improvements. On 7 June 1978, he said that he wanted an extra $50,000,000 immediately for road improvements. Now we are to take $5,500,000 out of the kitty, so we will need an extra $55,500,000 next year. And there is no answer to the problem coming from the Government. The only answer we have had so far has come from Mr. Goldston, who has said that he will sack 1,000 railwaymen. That is not the way responsible Governments go about their business.

Certainly there is a reason to remove the tax but, when the Government removes it, it must be able to say what it will do to recoup it. It either has to spend $5,500,000 less on roads or take $5,500,000 out of the people's pockets in some other way. The Parliament ought to know. We have the right to be told.

One newspaper headline reads, "Dangerous Highway to the Downs". The honourable members who are supporting this Bill tonight have not mentioned the need to do something about the highway to Toowoomba.

Mr. Bourke: It is all right.

Mr. BURNS: A lot of people in Toowoomba do not agree.

Mr. Bourke: You are behind the times.

Mr. BURNS: I am not behind the times. I was up there the other day and I was told about the lack of interest that the honourable member shows in the area. It is only earlier this year that the Premier and I addressed the same Rotary group at the Range Motel. I drove up the road myself. I do not fly in the Government aircraft, nor do I use a helicopter, as the Main Roads Minister does to inspect the roads. I have a close knowledge of that road, having driven up it quite a few times. It would be better if the honourable member did not live in Brisbane but went home to Toowoomba now and again and showed a little interest in the area.

The removal of this charge will highlight the inequality between Queensland registered vehicles on which full registration charges are paid as well as the Commonwealth fuel taxes, and the interstate vehicles on which no comparable registration charges are paid in Queensland. That is the fact; there is no argument about it. The Minister will agree that that is the case now that we are removing this tax. We must remember that this came out of the decision in 1954 that we could not levy the type of taxes that we wanted to levy, and now the interstate carriers—not the local fellows—will come into this State and pay nothing. They will pay no registration and none of the taxes that local Queensland truckies or farmers will pay.

That is not fair. It was not fair the other way and it is no longer fair this way. There is an answer, but it has to come from the Government. It must tell us how it will make it equitable. I imagine the answer will come from the national Transport Ministers' meeting which will formulate some type of national plan. It seems to me that we should have had these plans and answers before us when the Bill was introduced.

Mr. Davis: Mr. Tomkins said that there should be a fuel tax but the Premier rapped him over the knuckles and told him to mind his own business.

Mr. BURNS: That is right. At least the Minister for Transport was honest and I give him credit for supporting the railwaymen. He did say that he had had a proposal that he put to Cabinet in relation to a fuel tax. The Premier said, "You're not allowed to do it." But sooner or later the Government is going to have to face the facts in relation to the $5,500,000. There is no doubt that if the Government keeps reducing taxes, it must reduce services. Sooner or later it will have to be honest and say which services it is going to reduce.

Mr. Bjelke-Petersen: $5,500,000 out of over $1,000 million a year.

Mr. BURNS: But the Government spent the $5,500,000 last year and, as I understand it, the Budget is currently about $85,000,000 in the red, so the Premier has a little problem on his hands. Last year the Minister for Local Government was telling us that once Mr. Anthony and Mr. Fraser got into power inflation was not going to go up, that unemployment would decrease, and everything in the garden would be rosy. Unemployment is rising——

The TEMPORARY CHAIRMAN (Mr. Gunn): Order! The honourable member will return to the Bill.

Mr. BURNS: It is part and parcel of the question of the $5,500,000, Mr. Gunn. The question is where the money is going to come from. Who is going to pay for this decision? I have argued and will continue to argue that we should have been told tonight where the Minister was going to find the money——

Mr. Bourke: We might have to let Mr. Casey's office in Comalco House go.

Mr. BURNS: That would probably be the Premier's answer. Now we have the honourable member for Lockyer on record as saying that he would like to do that. We can throw out the story that the honourable member for Greenslopes had in the paper this morning about parliamentary reform because here is at least one Liberal who does not believe in it. The member for Lockyer is also on record as being against the railwaymen,

against road transport taxes and not interested in the roads in his electorate. He has done a good job tonight; I congratulate him.

Mr. MACKENROTH (Chatsworth) (9.17 p.m.): I am glad the Premier is in the Chamber tonight because I was one of the members on the Leader of the Opposition's tour throughout North Queensland. We saw many of the roads throughout that area. One of the first things people said to us was, "Gee, we're glad that you are travelling on the State's road, not like the Premier who flies in here. We have to go out to the airport to meet him and then he flies away. He does not even come into town."

What we are talking about here tonight is a tax cut of $5,500,000. Whilst the road hauliers probably did need that relief, and our spokesman has said that we support it, what we really need to know is where is this $5,500,000 going to come from. Since the removal of this tax was first mentioned, we have asked many questions about it and not once have we received the answers that I think the people of Queensland should have been given. They should have been told exactly where this money is going to come from.

The honourable member for Lytton said that the truckies are good blokes. They probably are, but frankly I do not think they are very good businessmen. Bookmakers have to pay tax. If a person owns a ship, he has to pay harbour and wharf dues. If a person owns an airline he has to pay landing fees at airstrips. If a person is running a business, he has to pay the fees that the Government charges. Of course, what happened was that these truckies were not running very good businesses. They were being undercut by people who were not paying the tax. So these truckies then stopped paying the tax so they could afford to continue operating.

Consequently we got to the stage where the truckies had to get out and block the roads to try to force the Government into doing away with this tax. If the Housing Commission tenants in my electorate sat outside their houses next week and said, "We're not going to pay the rents any more because they're too high", I would like to know whether they would receive the same sort of treatment from the Government as the truck drivers received on this occasion. I certainly do not think they would. I think the Premier gave the truck drivers this relief so quickly in an endeavour to embarrass the New South Wales Premier, Neville Wran.

Mr. Austin: Why did Neville Wran use a radio announcer to negotiate?

Mr. MACKENROTH: Why doesn't the honourable member go back to worrying about bald tyres and let me worry about the truck drivers? What we really have to look at is why other people in the community cannot get the type of cuts that the truck drivers have received. They went out and blocked the roads and not one policeman was called in.

Mr. Bourke: Rubbish!

Mr. MACKENROTH: Was anyone arrested in Queensland? We have seen two housewives arrested in Queensland this week because they wanted to exercise their democratic right to march, but not one truck driver was arrested for blocking the roads.

Mr. Bourke interjected.

Mr. MACKENROTH: Yes, and those two poor innocent housewives were gaoled. They have to get someone to mind their children while they are in gaol. Certainly we do not have a very fair system in Queensland.

When we think of the loss of this tax, we realise that the game was nearly given away today by the Minister for Local Government and Main Roads when he answered a question asked by the honourable member for Port Curtis. He said that he will have to look at putting up registration fees this year. What is the Government going to do? Once again, it is going to hit all the small people in the community to pay for this benefit to trucking businesses—operators like T.N.T. and Ward's Cargo. They will not be paying anything towards road maintenance, but the small people in the community, the small people in our electorates, will have to pay increased registration fees to meet the costs involved in road maintenance in this State.

Let us look at what was said by the Leader of the Liberal Party, Dr. Edwards. Is he still Leader of the Liberal Party? If he is not, I think that the Liberal members ought to do something about it. What did Dr. Edwards say on 18 April 1979 after he returned from overseas. He had heard what the Premier had done and he flipped a bit about it. He said, "Oh, he should not have done that. I will have a go at him." But no, he is reported to have said—

> "While the proposal had been put in the past, it warranted special consideration now because Canberra had supported removal of the tax on drivers.
>
> " 'The alternative is to increase State taxes such as registration, next financial year'."

So Dr. Edwards is going to hit the little people in Ipswich, Toowoomba and Chatsworth. The Government is not being very fair when it gets around to hitting the little people in the State. That is not the right way.

What is going to happen now? These trucks will be ripping up our roads and the owners will not be paying anything towards

the maintenance of the roads. The roads will not be maintained and the ordinary citizen in the community will be faced with the increased cost of repairing his car because of the bad state of the roads. Costs are already bad enough.

Mr. Bourke: Would you say that that $5,500,000 was the total cost of repairing the roads?

Mr. MACKENROTH: No, but it certainly helped. After travelling on the roads throughout the State, I believe that that is about all that we spend on maintaining them. After travelling a couple of thousand kilometres on roads throughout North Queensland, I know that the money is not spent there.

The member for Balonne spoke earlier about New South Wales and the fact that a road there was being constructed very slowly. I spoke to the representatives of three shires in the North—the Etheridge Shire, the Croydon Shire and the Carpentaria Shire. The representatives from each of those shires said in regard to the Gulf Development Road, which is the main link between Normanton and Cairns, "On the amount of money that the Queensland Government has given us for this road, we have estimated that it will take us 102 years to finish it." That is the estimate only to lay bitumen, not even start on maintenance. With the amount of money being made available by the Queensland Government, it will take 102 years to complete that stretch of road. Very little money is going into road maintenance in this State.

Mr. Bourke: If you were well received, it shows that the locals are starved for entertainment.

Mr. MACKENROTH: As a matter of fact, the representatives from every shire that I visited—the exception was the Charters Towers Shire; they were too ignorant and rude even to meet us—said, "Look, Mr. Mackenroth, we are very happy to have you here. Would you please come back as soon as possible and stay a little bit longer?" I said, "Certainly I will."

The Premier, when he was a back-bench member of the Queensland Parliament, stated that road hauliers should contribute towards the maintenance cost of roads. Honourable members can read that in "Hansard". That is what should be happening.

Mr. Davis: Even the road hauliers believe that they should pay. Their policy is to pay for the maintenance.

Mr. MACKENROTH: Yes, because it helps to keep their own vehicles in better condition.

The honourable member for Lytton brought up the effect on railway employees. The Minister is wearing two hats. He is not sure what he is doing here today. He is introducing a Bill that will cost the Government $5,500,000, and it will result in a loss of revenue for the railways. What is he going to do? The Bundaberg "News-Mail" of 11 May 1979 contains the following article—

> "Mr. Tomkins warned, however, that the road versus rail row could carry serious consequences if road transport continued making inroads into traffic normally carried by rail.
>
> "The road maintenance decision would be a 'body blow' to the railways.
>
> " 'If we can't hold our western cattle, and the trend continues, you would not need a railway line west of Goondiwindi . . .'."

That is exactly what is going to happen. We are aiding a decline in the railway system in Queensland, and by doing that we are going to put people out of jobs. The Commissioner for Railways has stated that there would be a serious drop in employment if railway revenue continued to drop. Mr. Goldston said that three separate factors were now affecting the operation of the railways, and two of them were the removal of road permit fees from November 1977 and the removal of road maintenance fees from 1 July this year. He also said that that would have an effect on 1,000 jobs in the railways. What we are really doing, Mr. Gunn, is supporting people in private enterprise who are running road transport to the disadvantage of the railway system that has been created in this State, whereas we ought to be trying to improve that system.

Another point that was made during the Opposition's tour of western areas was that people out there want to ship cattle by train but are not able to because there are not sufficient wagons available to carry them. No new wagons have been built for a number of years. The Government should be raising money and getting the railways back into top condition. It should not be worrying about road hauliers; it should be looking after our own enterprises.

The honourable member for Lytton mentioned dead sheep. I travelled by car from Cunnamulla to Charleville, and on a straight stretch of road, because of the bad condition of the road, a road train had tipped over and 200 sheep had to be shot because they were so badly injured. That is a great loss to primary producers.

Mr. Austin: What about the ones that are dying because the unions will not let the ships go?

Mr. MACKENROTH: If Sir Charles Court got off his backside and did something in his own State——

Mr. Austin: He is. He says that legislation will be coming before Parliament this week to fix it.

Mr. MACKENROTH: He is probably as silly as our Premier. If he thinks he can bring in legislation that will stop the unions, he is very silly.

Mr. Austin: I am glad you said that.

Mr. MACKENROTH: Of course, that is true. Unionists, after all, are people. They have something to sell, just as manufacturers have something to sell. The manufacturer fixes the prices for his goods. The unions have to go to arbitration in this country, but no business people have to go to arbitration. The only form of arbitration that the ordinary people see is legislation put through Parliament such as the Bill giving bread manufacturers a minimum price. I did not want to get on to that subject, Mr. Gunn——

The TEMPORARY CHAIRMAN (Mr. Gunn): I suggest that the honourable member should not.

Mr. MACKENROTH: The honourable member for "bald tyres" brought me on to it.

To sum up, Mr. Gunn, I think that honourable members should be told exactly where the $5,500,000 will come from. I should like to go out tomorrow and tell tenants of the Housing Commission in my electorate——

Mr. Bourke: Didn't the Treasurer tell you?

Mr. MACKENROTH: I said that he said that was where the Government would look for it. It is only a clue. The honourable member for Lockyer voted for Dr. Edwards to become Deputy Premier. He would know how silly he is.

Mr. FOURAS (South Brisbane) (9.29 p.m.): In this debate, I think that honourable members must look at systems of road taxes. Any system of road taxes must conform to three basic principles. Firstly, it must be fair to the owner of the heavy vehicle and sufficient to avoid imposing any burden on the general taxpayer; secondly, in administration it must be practical; and, thirdly, it must yield adequate revenues.

As early as 1957, Sir Gordon Chalk, who was then Minister for Transport, said that the Government was having trouble in forcing interstate hauliers to make a fair contribution to the upkeep of the State's roads. If one looks at advertisements in "Highway Transport" one sees, for example—

> "In response to a number of inquiries by members, the following information on the workings of a typical scheme for the avoidance of road maintenance charges is published."

Road maintenance tax is not fair, it is not practicable, and it does not yield adequate revenue, so one has to look for an alternative. Unfortunately, of course, because of constitutional provisions, the licensing of truck drivers is not practical. I cannot understand how any Government can remove this tax without imposing a tax on diesel fuel. As the Minister has said, a tax of 1c a litre would give the Government $7,000,000.

It is obvious that, if taxes are continually reduced, the Government must indulge in smaller government and reduce services. Road permit fees, which brought in $6,000,000, were eliminated and within a year road maintenance taxes, which bring in $5,500,000, are being removed.

Recently, in answer to a question I was told that, because the Treasury could not find the money, 87 social workers, whose appointment was approved by the Public Service Board, could not be appointed by the Department of Children's Services. The staff are presently overworked and cannot adequately carry out their professional duties. All they can do is try to remedy the very serious problems that arise. Home help is also being cut back. Last year, to save a mere quarter of a million dollars, this Government gave away $750,000 worth of funding. It drastically cut back services to aged persons that helped them stay in their own homes. The Government could, of course, sack a thousand railway workers. But what an alternative that is!

This Government should be able to speak to a Government of its own colour in Canberra. The Queensland Government was in the forefront when Mr. Whitlam was dismissed. It claimed that he was not looking after Queensland and that after he went the new Government in Canberra would look after our State. Even now that the Government has changed, the Queensland Government cannot speak with the Federal Minister for Transport. He simply will not listen. In his recent Budget he increased the price of petrol, thereby giving a windfall of $500,000,000 to Esso-B.H.P. He will not do something similar to ensure a fair and equitable transport system for the States. He will not impose a tax on the people who use the roads.

How did Mr. Anthony justify the large increases in fuel prices? He gave us lousy reasons. Among other things, he told us that they would increase exploration. I am sure the people are aware that the high cost of petrol is due not to a high cost of production but to the excise duty imposed on it. If the oil companies were paid only half the present price of petrol, I am sure that they would be very happy to continue exploring for oil.

The Government also claimed that prices must rise to what it terms an economic level so that our scarce resources can be conserved. There is no proof whatever that that principle is working. In fact, at the recent National Wage hearing the Commonwealth tried to discount the C.P.I. for increases in fuel prices. The commissioners asked whether that was achieving any objective, and no proof was forthcoming.

The removal of road maintenance tax without the imposition of an alternative tax is shocking. It does nothing at all to get to the root cause of the problem confronting the truckies. The Premier asked the finance companies if they would wait a while before foreclosing on some of the truck drivers—who, incidentally, are lousy businessmen. I am amazed that this Government is concerned about propping up people who cannot conduct their business. The finance companies told the Premier that they were running a business and could not accede to his request. The problem lies in poor management and oversupply. Contractors are using subcontractors unscrupulously.

If this Government is honest, it will tell the people of Queensland that it will make up for the loss of road maintenance tax by increasing fire brigade levies and other hidden taxes. The little people are waking up to the fact that they are being taxed in these ways by the Government. They are losing facilities that are necessary for their well-being. The Government should be honest if it wants to be thought of as a Government that truly represents small government—one that does not want to raise a lot of money in taxes. It should be honest about this loss of revenue and state who will have to meet the cost. It will not be met by the truck operators who rip up the roads or by the rich graziers. The working man will have to pay. The working man will get to know about it and, when he does, the Government will be out on its ear.

Mr. TURNER (Warrego) (9.36 p.m.): I rise to clarify a few points concerning the proposed legislation. Firstly, I extend my support to the Minister on the removal of the road maintenance tax. It is an iniquitous tax. As many honourable members have said, it has not been collected from all road users. The straw companies from other States that operate in Queensland have been avoiding the tax. Some of the legitimate operators in Queensland have borne the brunt for other operators who have been knocking the roads about and avoiding their share of road tax.

Much has been said this evening about the $5,500,000 that will be lost by the Government. Some honourable members have also referred to just how much net revenue the Government gets from this tax. That is the important question. The Government does not get a net $5,500,000. While I do not know the exact figure, I understand that about half that amount is lost in administrative charges and in collecting the money.

Mr. Tomkins: It is about 12 per cent.

Mr. TURNER: I thank the Minister. While half of the revenue is not lost, certainly an appreciable amount is.

It has been said that natural growth in Queensland will go a long way towards raising the extra revenue required. When I think of the initiatives undertaken by the Government in the past few years, I think that that will be so. The Government has induced people to come to Queensland and invest their money in this State.

A lot has been said about the cost of fuel and the fact that the Whitlam Government abolished the equalisation scheme. I will not go into those matters, but Opposition members laboured the point that the present Federal Government has done nothing about reintroducing an equalisation scheme. That is absolutely incorrect. The present Federal Government introduced the freight equalisation scheme that forced a cut-back in the price of fuel amounting to about 30c a gallon in western areas.

Mr. Davis: Which we supported.

Mr. TURNER: Tonight all Opposition speakers have denied that the coalition Federal Government has done anything. It has done plenty in this area or we would be paying much more for fuel. The Opposition cannot have two bob each way. The present Federal Government has done something.

Today I asked a question about a fuel problem that I think is even more iniquitous. I refer to the surcharge of $4 a drum imposed on all purchasers of fuel in 44-gallon drums. That charge should be removed. However, that is another issue.

Mr. Davis: What about aircraft fuel?

Mr. TURNER: That, too, is another issue.

Mr. Davis: Did we put that on?

Mr. TURNER: No. The fuel used in light aircraft is not produced in Australia. Increased overseas prices for this fuel are responsible for costs increasing. I should hope that the Federal Government will do something to subsidise the price of this aviation fuel. It places a tremendous burden on people using light aircraft in Queensland. I thank the honourable member for his interjection.

Mr. Davis: What about the 16c that Anthony imposed on fuel prices last year?

Mr. TURNER: I am talking about fuel for light aircraft. The higher cost of this fuel has been caused by overseas policies over which we have no control.

I turn now to the bad roads mentioned by members of the Labor Party. The member for Lytton spoke about the condition of the road between Cunnamulla and Wyandra. I agree that the road is of national importance. I have constantly made the point that it is in the national and State interests to complete it. I am thankful that some $2,500,000 is currently being spent on that road. It is estimated that it will be completed in 1980. Whilst it would be nice to

think that it could be completed tomorrow, it must be conceded that a lot of money is being spent on upgrading the road.

He also mentioned the number of sheep that were lost on one occasion due to the condition of that road. It should be pointed out that there were exceptional circumstances in that case. Those sheep were brought from Hughenden. It was wintertime. They were off shears. It rained as they were coming down and they were in a very bad state. There was a big crash and sheep were lost at Charleville. However, whether the road had been bituminised or not, severe losses would have been suffered.

Another Labor member mentioned a truck with stock turning over on that road. I do not know whether he was talking about the time I was thinking of. I think it would be about then. A truck turned over—but it was not on the dirt section. They can turn over anywhere. I do not think that that is a point worth worrying about.

It was mentioned that the Premier flies around our State and does not look at our roads and that the Minister for Main Roads flies around in a helicopter. That is incorrect. That Minister has been out into western Queensland. He travelled from Springsure over the Springsure-Tambo dirt road, from Tambo to Augathella, Charleville to Cunnamulla and west into Bill Glasson's electorate of Gregory. He travelled over western roads in those two electorates for some three days. I can assure honourable members opposite that the Minister is well aware of the road conditions and problems in western Queensland and, for that matter, throughout the length and breadth of this State.

It is not my intention to delay this debate. I just wish to make the point that I support the legislation being introduced by the Minister to remove an iniquitous tax burden on transport operators. I believe that they have been victimised in the amount they have had to pay when compared with companies from the South that have been avoiding this tax.

Mr. AUSTIN (Wavell) (9.42 p.m.): Over the past 18 months I have had lengthy discussions with people in the transport industry. Not one of them has ever suggested to me that he was in favour of the abolition of the road maintenance tax—not one. They have come from all sections of the industry. What was worrying the industry was the collection problems involved with the tax and the bookwork for the drivers. However, each and every one of them was quite prepared to pay the tax. They realised the significance that road mainteance plays in the operation of their business. I do not believe the Government should have acted to drop this tax until it had found a scheme that was supplementary to the road maintenance and would provide the funds necessary to provide such maintenance.

The transport industry suffers from a number of problems, one of the major ones being the inexperience of operators who want to get into the industry. A number of members have mentioned that tonight. It is worth noting that the E.E.C. has introduced a system of controlled entry into the industry. I am not sure that this controlled entry totally accords with my philosophy. Certain things in it are contrary to the free-enterprise system. However, for the information of honourable members, I think an explanation of the way in which the system works would be worth while.

A board has been set up. Many boards have been set up by this Government, but the one I am speaking about is different. It is controlled by industry people, not Government people. The board is composed of a finance representative and industry people. The applicant applies for registration to conduct business as a transport operator. The applicant must comply with only three criteria. First, he must be of good character; secondly, he must have sufficient finance; and, thirdly, he must have some record of operations in the transport industry. In other words, he must have worked for a company or operated a small company. If he has those qualifications, he has no problem in being registered as a transport operator.

I suggest that the Government instigate some sort of consultative or advisory committee to the Minister so that people could seek free advice from the Transport Department about how they should go about operating such a business, whether they have sufficient finance and what the pitfalls are. It could be something similar to the system controlled by the Minister for Labour Relations under which small businessmen can get advice. Perhaps these people are not aware that some sort of financial management advice is available there, but information on the other pitfalls is not available. The Minister for Transport could probably set up such an advisory committee and have that fact publicised well so that small businessmen in Queensland, who want to set up in business, can go to him or his departmental officers and seek good advice and get it.

Mr. Davis: We agree with you, but the big problem is the interstate operator and there is no control over him.

Mr. AUSTIN: I agree, but we have to start somewhere. We might as well get our own house in order first. We are usually the leaders in Australia with innovative legislation and policies. If we can do it, we should do it right now.

A good deal has been said tonight about diesel tax. Last year I said in this Chamber, when the straw companies legislation was introduced, that I did not support a fuel tax. I said I supported a road maintenance tax, which I still do. I am wondering how the honourable members who have suggested

that diesel tax would be a good idea would distinguish between the diesel used in a tractor or grader operating on a road and not doing any damage or working on private property and the trucks that cause the damage. I have heard suggestions about colouring the diesel. In any system where there is a tax and the types of fuel are separated, there is a risk of graft and corruption and all sorts of problems arise. It is simply not worth while. I suggest that the members who have spoken about diesel tax have not thought about the problem and the implications for the farmers, the earth-movers and people like that who use diesel fuel but do not travel on roads.

Hon. K. B. TOMKINS (Roma—Minister for Transport) (9.48 p.m.), in reply: I thank honourable members on both sides of the Chamber for their contributions. We had one type of contribution from the Opposition and a very sensible one from Government members. I congratulate the honourable members for Fassifern, Balonne, Wavell, Townsville, Warrego and others who participated constructively in the debate. The Opposition members posed the problems and the Government members answered them, so I am in a fairly happy position.

I propose to make comments on some of the matters that have been raised. There was one common theme in the speeches of Opposition members. It was that we were abolishing a tax and would lose $5,500,000. They asked what we would do now. They said that we could not continue without the use of that money. I say to them that the people in Queensland have a fairly sympathetic Government.

Mr. Davis: You did not say this 11 months ago.

Mr. TOMKINS: Well, I am saying it now.

Over the past two or three years we have become known as a tax-abolition Government. We have got rid of probate and succession duties, gift duty and road permit fees, and this is the last one. All of those taxes have gone and we have been able to carry on quite well without them. It was said that we could not live without probate and succession duties. It has been proved that we can.

Despite the gloomy predictions from the other side, we will be able to carry the road tax shortfall because of our well-managed economy, with the revenue from coal that Opposition members say we are giving away and the returns from its cartage. There will be no need for anything to replace the road maintenance tax. Its abolition will make things easier, not harder, for everybody. There is no doubt that in time it will be necessary to introduce new taxes or adjust present taxes, but that will happen irrespective of the removal of this tax. From now on there will not be any road maintenance tax; we will do without it.

Mr. Davis: In other words, the interstate truckies are going to run free through Queensland.

Mr. TOMKINS: The honourable member has had a lot to say tonight. Obviously he is looking after the interests of the railway people, and I do not blame him for that. I try to take a non-biased view. I happen to be Minister in charge of the railways, and I like to think I look after them, too. We have had representations from the unions about a lot of things and I think we have done fairly well with them. They have generally been reasonable.

The point about the loss of 1,000 jobs seems to stick in the honourable member's neck a bit. This arose from a conversation I had with the Commissioner for Railways when the honourable member for Lytton started his campaign against death trains. I have always been a believer in train drovers, and I did say that if necessary we would legislate for them. It was only after I said that early in the piece that I had had a discussion with Mr. Goldston and he said, "These are not people we can dictate to. They are people we do business with. We have to try to hold their business, and if we are going to dictate to them, we could lose the business so easily. I would like to think there are other ways of doing it."

The honourable member should remember that there are road transport operators right throughout this State who are ready to take over the business. Because the railways now insist that stock coming from Longreach to Goondiwindi have a spell at Helidon, only the other day the agents at Longreach took the cattle off the train, put them straight onto road transport and sent them straight down to Cannon Hill.

Mr. Davis: What about checking the log books of some of those drivers for the hours they are driving?

Mr. TOMKINS: That is another argument. What I am saying is that we have to endeavour to get on with these customers. The present commissioner is very cost conscious. He is very keen to retain business. The honourable member also said tonight that their revenue was being bolstered by the injection of public funds. There is now a freight rebate of 22½ per cent.

Mr. Davis: Which I reckon is a bit rough.

Mr. TOMKINS: It was 45 per cent. These fellows have had a very bad time. We allowed the higher rebate to continue for nearly 12 months, and then the Treasury said we would have to do something, and we did.

Mr. Davis: They might have had a pretty fair go, but what about the housewife, too? She is getting a pretty rotten deal.

Mr. TOMKINS: I am talking about the industry.

Mr. Davis: You don't have to help people who are making the great big profits now.

Mr. TOMKINS: They are not; that is where the honourable member is quite wrong. I would be one who would know. I admit that from now on, provided seasons are good——

Mr. Davis: I wouldn't mind having your bank account at the end of this year.

Mr. TOMKINS: The honourable member might get a shock if he had it. Nevertheless, that is what we have done in order to retain that business and in effect to compete effectively against road transport. I wish road hauliers no harm, but they have certain advantages over the railways——

Mr. Davis: Isn't it a fact also that one of the big reasons in the train-drover argument is that they are insuring the cattle? That is one of the big problems.

Mr. TOMKINS: That is fair enough. It so happens that over the past few years the railways have smartened up their operations to the extent that they can now bring stock straight through from Winton to Cannon Hill whereas a few years ago trains had to stop at Bajool or Rockhampton. In the depressed state of the cattle industry over the last four or five years, many people would not employ a train drover. They insured the cattle instead. The honourable member is quite right. I am endeavouring as much as I can get them to go back to train drovers.

There is another point, too. The honourable member for Lytton said that some years ago there were something like 70 train drovers and that now there are only 14. That is right. This means that they virtually have to train people to do the job. It is not a simple job. It is quite complicated, and it has to be done properly. It has been suggested to me that some of these men should be railway employees and that we should train them to do the job. I do not fancy that at all. I think that is a job for the experts.

The other point I want to make about insurance is that many people, I am informed, insure stock for well in excess of their value and, if the stock die, they naturally get paid the higher value. I am investigating that one to see whether it is true.

Mr. Wright: Have you also heard that they put a lot of poor-quality cattle in with good-quality cattle and get an overall price?

Mr. TOMKINS: Yes, I have. That goes on, too. If it is going to continue, something will have to be done about it. However, that is a different problem from the train-drover one.

The Railway Department is endeavouring to meet its competition. It has on its trains some of the best refrigeration equipment that one could find. The railways carry all sorts of commodities to the North. I think that this is very good. It shows that the railways are endeavouring to compete.

This Bill provides for the abolition of the roads (contribution to maintenance) tax. I certainly make no apology for it. I believe that it has been well thought out. I think that in due course it will be proved——

Mr. Davis: You didn't argue that way 12 months ago.

Mr. TOMKINS: Hasn't the honourable member changed his mind in his life? It will be proved that the railways are endeavouring to meet the situation. I do not think that anybody here tonight can say how the railways will go over the next 12 months. At the end of 12 months it might be necessary to do something about the situation. The tax is out and it is going to stay out. No attempt will be made to bring it back.

Motion (Mr. Tomkins) agreed to.

Resolution reported.

FIRST READING

Bill presented and, on motion of Mr. Tomkins, read a first time.

REAL PROPERTY ACTS AMENDMENT BILL

SECOND READING

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General) (9.58 p.m.): I move—

"That the Bill be now read a second time."

As I indicated in my introductory speech, the Bill is aimed primarily at correcting the misuse of caveats by certain finance companies. To reiterate, finance companies are incorporating charging clauses in their loan agreements and securing their loan by the lodgment of a section 30 caveat under the 1877 Act. Furthermore, a section 30 caveat does not lapse after three months, as does a caveat lodged under the alternative provision of section 98 of the 1861 Act.

To overcome this problem, it shall now be necessary for the equitable mortgagee not only to have the consent of the registered proprietor but also to lodge the instrument of title and the caveat documents with the

Registrar of Titles. All other equitable mortgagees who wish to secure their loans shall have to do so by way of section 98 of the 1861 Act.

A section 98 caveat shall lapse after three months unless it is lodged with the consent of the registered proprietor or proceedings are instigated within that time and notified to the Registrar of Titles.

I think it would be opportune to refer here to a point raised by the honourable member for Rockhampton. The honourable member stated that it was brought to his attention that some people involved in these transactions did not receive any notice from the Registrar of Titles that a caveat had been lodged. I would advise him that before a caveat can be lodged with the Registrar of Titles, the names and addresses of the interested parties must appear on the document on lodgment. Subsequent to lodgment, a notice is automatically forwarded under section 99 of the 1861 Act to persons whose rights are affected by the caveat.

The second amendment provided for by the Bill allows the Registrar of Titles to register a transfer which has been effected by a legal mortgagee exercising his power of sale on default by the mortgagor. Currently, if an equitable mortgagee has lodged a caveat, even though the caveat was lodged subsequent in time to the registration of the legal mortgage, such a transfer cannot be registered unless costly court proceedings are entered into for the caveat's removal. It is the aim of the Bill to overcome this problem.

The final amendment now makes it unnecessary for the recording of the marriage of a female proprietor.

As honourable members would appreciate, the Bill is aimed at keeping the Real Property Acts up to date, not only in giving members of the public maximum protection for the security of their title to their home or land but also, in relation to the final amendment, in keeping with the changing social attitudes of society.

I commend the Bill to the House.

Mr. WRIGHT (Rockhampton) (10.2 p.m.): In the last couple of weeks I have had a chance to consider the Bill very carefully. As I said at the introductory stage, I approve of the amendments and, accordingly, the Opposition approves also.

As I explained at the introductory stage, the matter was brought to me by a number of lawyers in my electorate, and I described the activities of certain finance companies as iniquitous and underhand. I was very pleased that, some 12 months ago, the Minister gave me an undertaking that he would do something about it, and on behalf of the Opposition I say "Thank you". This means that people will be protected.

The activities have been iniquitous and underhand and people have suffered. Borrowers have been at the mercy of lending agencies. With all due respect to the Minister, I say that the Registrar of Titles or his officers might be questioned as to the job that they were carrying out, because I put to him that had the borrowers been advised as to their commitments, responsibility or control over property by way of caveat, I am sure that their legal advisers would have taken some notice of it and advised them accordingly. But they did not find out that this was the situation until they endeavoured to sell the property.

As honourable members are aware, what was happening was that a caveat was lodged not only on property that the person concerned was prepared to put up as some sort of security for the loan borrowed but instead on all property held at that time or purchased in the future. We would like to forget it because it is in the past; but I say to the Minister that, in my opinion, advice was not being passed on. If it had been, solicitors would have acted upon it. It has been a blatant misuse of the Act, and I am very pleased that something is being done about it.

I agree also with the proposal that the Minister is putting forward so that these caveats will lapse, and I see that he has brought it into line with the previous provision of three months.

I hope that a future check will be kept on the lending practices or policies of the many finance companies, and I would ask the Minister to keep a check on the advertising techniques used, particularly in relation to unsecured loans. People get the idea that they simply walk in and get the money for nothing, with no security. That is not true.

I realise that there is freedom in the market-place and that people have to keep in mind the principle of caveat emptor—let the buyer beware—as they are buying money in this instance. However, this legislature has a responsibility to protect people; not to protect them against themselves, but to ensure that they have some sort of equality in the market-place. Because of the type of documents that people sign, their lack of knowledge, and sometimes their total misunderstanding of what they are signing, they do need some guidance. If we cannot give it by looking over their shoulder or having people with legal qualifications there, we can do it by including deterrents in the law to prevent those in the know and those with legal expertise from bending the law. That is what has happened here.

This legislation will be welcomed by many people and certainly by the members of the legal fraternity with whom I have spoken. On behalf of the Opposition, I support the amendments.

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General) (10.6 p.m.), in reply: I thank the honourable

member for Rockhampton for his contribution. It is a fact that people sign their names to documents without knowing the full ramifications of what they are doing. I am sure honourable members are aware that for some time the Justice Department has been preparing for free distribution pamphlets that advise people of their rights not only in matters such as this but also in other legal matters that affect them on a day-to-day basis. We will continue to provide these pamphlets in simple terms in an endeavour to educate the people as to their rights and obligations in terms of the law of the State. Generally speaking, so far the move has been welcomed by the community at large. I indicate that at the moment I have in the pipeline a number of pamphlets that are designed to better educate the public as to their rights at law. The matters raised by the honourable member will be kept in mind.

Mr. Wright: You might look at unconscionable contracts and try to do something about them.

Mr. LICKISS: The Standing Committee of Attorneys-General has been looking at this matter for some time. I know that it has a tremendous volume of work on its plate at the moment, but I am sure that that matter will be dealt with as soon as possible. That is another area to which consideration ought to be given.

Again I thank the honourable member for his contribution and the House for the way in which this legislation has been accepted.

Motion (Mr. Lickiss) agreed to.

COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Clauses 1 to 11, both inclusive, as read, agreed to.

Bill reported, without amendment.

THIRD READING

Bill, on motion of Mr. Lickiss, by leave, read a third time.

TRUSTS ACT AMENDMENT BILL

SECOND READING

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General) (10.9 p.m.): I move—

"That the Bill be now read a second time."

The object of the Bill is to overcome an anomaly in the Trusts Act in that, although a local authority can be appointed a sole trustee of a new trust, a local authority cannot be appointed a sole trustee of an existing trust.

The honourable member for Rockhampton raised the point that a local authority can presently hold on trust any real or personal property for any charitable or public purpose. The honourable member indicated that he thought "Public purposes" in this context would include recreational purposes. Although this is correct where the trust is for the benefit of the public, it does not take into consideration private trusts which may not come within the definition of "charitable" or be for a public purpose. That is, the trust over which the local authority may be required to become a sole trustee may not be for the benefit of the public at large.

The trust may be restricted to the use and benefit of members of, for example, an association.

If a local authority is requested to be a sole trustee of such a trust, then that trust would have to be one for recreational or other leisure-time use or occupation. Furthermore, it was considered desirable that, where a local authority holds property as a sole trustee, the trust documents would always be available for public scrutiny. To achieve this, all transfers to a local authority as a sole trustee must be by way of a nomination of trustees. This ensures that a copy of the trust document is held at all times by the Registrar of Titles.

All other transfers to a local authority must be accompanied by a statutory declaration declaring the land is not being transferred to the local authority as a sole trustee.

In relation to the final amendment to the definition of the term "bank", this is to allow the Primary Industry Bank of Australia Limited to be an authorised investment for trustees in Queensland within the meaning of the Trusts Act. This is desirable as the Primary Industry Bank of Australia Limited is presently making funds available to primary producers in Queensland. By extending the definition, it allows trustees to invest trust monies in that institution in Queensland which would otherwise not be available to them.

As the honourable members appreciate, the Bill is aimed primarily at overcoming an anomaly which prevents a local authority becoming a sole trustee of an existing trust, while it protects the interests of the public by ensuring that the trust documents shall always be available for public scrutiny.

Mr. WRIGHT (Rockhampton) (10.12 p.m.): This is one example that demonstrates the advantage of having time to consider proposals before the Assembly. I agree with views that you have expressed, Mr. Deputy Speaker, in recent days, namely, that we should not be rushing legislation through the House. At a previous stage I questioned the legislation because I saw no need for it. Having had time in the last two weeks to speak with local authorities, I found that they welcomed the proposal, and I am told

that the Local Government Department played some part in bringing forward this measure to overcome the anomaly.

I can only reiterate that we should try to retain the idea of giving notice of legislation in this Assembly, introducing it, and then allowing time for members to consider it. I do not mean that only members should consider it. Members are not expert in every field, and they have to approach affected groups to get their opinions. That is what I have been able to do. An anomalous situation has existed and the amendment will overcome it. The Opposition supports the proposal.

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General) (10.13 p.m.), in reply: I thank the honourable member for his comments. I agree that when time permits consideration of all aspects of a Bill should be permitted. In fact, not only should it be permitted; it is most desirable that it be done. At the introductory stage, I tried to be as clear as I could in my explanatory remarks. I am pleased that the honourable member for Rockhampton, on behalf of the Opposition, has accepted the Government's proposal.

Motion (Mr. Lickiss) agreed to.

COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Clauses 1 to 6, both inclusive, as read, agreed to.

Bill reported, without amendment.

THIRD READING

Bill, on motion of Mr. Lickiss, by leave, read a third time.

WITHDRAWAL OF NOTICE OF MOTION

LIQUOR ACT AMENDMENT AND LIQUOR LICENSE FEES ADJUSTMENT BILL

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General) (10.15 p.m.): I ask leave to withdraw the notice of motion given by me this morning.

(Leave granted.)

LIQUOR ACT AMENDMENT AND LIQUOR LICENSE FEES ADJUSTMENT BILL

INITIATION

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General), by leave, without notice: I move—

"That the House will, at its present sitting, resolve itself into a Committee of the Whole to consider introducing a Bill to make provision with respect to license fees under the Liquor Act 1912–1978 assessed in relation to certain liquor purchased or otherwise obtained for licensed premises during the year 1978; and to amend the Liquor Act 1912–1978 in certain particulars."

Motion agreed to.

INITIATION IN COMMITTEE

(Mr. Miller, Ithaca, in the chair)

Hon. W. D. LICKISS (Mt. Coot-tha—Minister for Justice and Attorney-General) (10.17 p.m.): I move—

"That a Bill be introduced to make provision with respect to license fees under the Liquor Act 1912–1978 assessed in relation to certain liquor purchased or otherwise obtained for licensed premises during the year 1978; and to amend the Liquor Act 1912–1978 in certain particulars."

It is about five years since the Liquor Act was last reviewed. Since then, many submissions have been received from various organisations and individuals recommending changes to the Act. My parliamentary Justice committee has considered these submissions in detail. It is now proposed to update the Act to keep pace with modern times and requirements.

It is also proposed in this Bill to rationalise the scale of licence fees payable on beer imported to Queensland during last year's strike. These licence fees will be assessed on the gross amount which would have been normally paid if the purchases were made from the normal supplier. The idea is that no fee be payable in respect of any beer sold during the period of the strike to other licensed persons in Queensland.

In general terms, the thrust of this Bill is to assist the State's tourist industry. Provision will be made for a new type of licence—a tourist park licence. To qualify for such a licence, a tourist park must be an area developed for the attraction of tourists, providing substantial and suitable entertainment for the public to the satisfaction of the Licensing Commission. It must also have a public entertainment area of not less than 2 ha, exclusive of parking facilities.

It is proposed that suitable liquor outlets be built within the tourist park. Liquor will only be allowed to be consumed within these liquor outlets. Where practicable, these outlets will be built to a style that accords with the general layout of the park. Suitable food outlets will also have to be made available throughout the park.

The general hours of operation will be from 10.00 a.m. to 10.00 p.m. The Licensing Court will have the power to specify shorter hours in the licence having regard to the operation of the tourist park. Provision will also be made to allow a licensee to obtain permission from the Licensing Commission to cater for functions such as conventions at other hours than the general hours of operation.

At present, the trading hours of a restaurant, hotel dining room and bistro dining room are restricted to 10.00 p.m. on Sundays. It is planned now to allow licensees of these premises to apply to the Licensing Commission to extend these hours to 12 midnight on Sundays. Dancing by diners at these establishments on Sundays will also be allowed. It is also proposed to allow cabarets to trade on Sundays between the hours of 7.00 p.m. and 12 midnight. Liquor may only be sold, supplied or served in a licensed restaurant between 12 noon and 12 midnight.

There are some tourist areas where other hours may be more suitable. It is, therefore, proposed to give the Licensing Commission power to fix other hours between which liquor may be sold, supplied or served in licensed restaurants. In considering an application to fix other hours, the commission will be required to have regard to the location of a particular licensed restaurant. In no case, however, shall a period fixed by the commission exceed 12 hours in any period of 24 hours.

This Bill will also allow intending diners at restaurants to take liquor sold to them in the reception area to their table in the dining room. As well, diners will be allowed to return to the reception area to have a drink after they have finished their meal.

Another amendment proposed by this Bill will allow liquor to be served to lodgers of licensed motels at poolside areas. Many of the types of meals available in continental restaurants and pizza establishments are not normally considered to be in the category of two courses. The definition of "meal" is therefore being amended so that there will be no requirement to have two courses. The meal, however, will still have to be a substantial meal.

Provision will be made in special circumstances to allow a cancelled, surrendered or forfeited licence to be removed to another locality without the necessity of calling for public tenders. If special circumstances exist which make it inappropriate that public tenders be required to be called, it is intended that application be made to the Licensing Court for a declaration that, having regard to all the circumstances, the application of the provisions of the relevant sections is inappropriate.

Before making a declaration, the Licensing Court will be required to be satisfied that the proposal to erect and maintain a hotel on the site in question will be beneficial to tourism in the locality. It will also have to be satisfied that the applicant is financially capable of erecting and maintaining the hotel.

Since section 69A of the Liquor Act has been in operation, festivities permits have been issued to licensees for functions on licensed premises on Christmas Eve or New Year's Eve. The section also provides for the issue of these permits for other prescribed occasions. To date, no other occasions have been prescribed.

The Licensing Commission is constantly receiving requests from different areas for a festivities permit for the annual show, rodeo or festival for a particular area. It is proposed to amend section 69A of the Act to allow festivities permits to be also issued for annual festivals, shows or rodeos. To control the issue of these permits, it is proposed that they be issued only by the Licensing Commission.

Under section 125DB of the Act the holder of an airport licence may sell and supply liquor on Good Friday, Christmas Day, Anzac Day before 1 p.m. and Sunday, during one-half hour before the departure from the airport and during one-half hour after the arrival at the airport of a commercial aircraft carrying passengers. Such sale and supply of liquor is restricted to a bona fide passenger on that aircraft and one friend of such a passenger.

This Bill proposes to remove the limitation to one friend of a bona fide passenger. It will allow the sale and supply of liquor to friends of the passenger in his company. It is further proposed to extend the permitted period for serving liquor to one hour before and after the arrival or departure of the aircraft.

Although the sale of liquor at the Brisbane Airport is controlled by the provisions of the Commonwealth Airports (Business Concessions) Act, this proposal will be of benefit to passengers arriving at and departing from that airport. This is because the authority granted under the Commonwealth Act is required to contain terms and conditions corresponding to the law of the State in which the airport is situated.

Another proposal contained in this Bill will benefit a college or institution that provides instruction and training in the preparation and service of meals and liquor. An example is the School of Food Studies at the Queensland Agricultural College.

This college provides a three-year diploma course in food service management and a four-year degree course in hospitality management. These courses were introduced in response to a demonstrated demand for more adequate training of personnel for employment in the rapidly growing catering, hospitality and tourism industries.

As an integral and essential part of their training, students are required to complete practical exercises under the direction of members of the staff. These exercises involve the service of beers, wines, spirits, liquers and soft drinks.

The facilities incorporated in the building at the college include a teaching restaurant and bar only in connection with catering operations organised and conducted in

association with the prescribed courses of instruction. Under existing legislation the college obtains an unlicensed club permit for each practical training class. This appears to be a rather cumbersome and time-consuming procedure for activities of this nature. It is proposed, therefore, subject to the approval of the Governor in Council, to exempt such courses from the provisions of the Liquor Act.

Booth licences may be granted either to a licensed victualler or a private person. As a booth licensee is a licensed person under the Act, he is able to purchase liquor from spirit merchants without paying the licence fee of 8 per cent on purchases.

The Licensing Commission has been concerned for some time at the number of functions for which booth licences are obtained and the quantity of liquor that has been purchased on these licences. A booth licence allows the sale and consumption of liquor at the particular function only, and not otherwise. As the booth licensee presently purchases liquor at an advantage, there is a tendency to purchase considerably more liquor than is required for the function. The surplus liquor is then distributed among club members at a cheaper rate than could be purchased from the normal sources.

The Act was originally amended to allow local show societies and charities to obtain a booth licence. However, they are now being obtained by a much wider section of the community. It is proposed to replace the provision for booth licences with booth permits. This will mean that holders of booth permits will buy liquor for their booths at the retail price, the same as holders of unlicensed club permits are required to do. It is also proposed to give the commission a discretion to grant a booth permit for a period exceeding five hours on a Sunday. This will be beneficial to booths operating at a Sheffield Shield cricket match and similar matches being played on a Sunday.

Difficulty has been experienced in prosecuting nominees of companies managing licensed premises when a breach has been committed on those premises by an employee or servant of the licensee. It is proposed to rectify this situation by specifically providing that the nominee is also liable for the breach and may be proceeded against. Under section 22 (6) of the Liquor Act a licence may be forfeited if the licensee, when called upon, fails to satisfy the commission that a person who is disqualified from holding a licence has a beneficial interest in the licence or the licensed premises. This subsection was inserted in 1954 to prevent a person holding a licence as a manager or nominee for a "dummy", who is unfit to hold or is disqualified from holding a licence. It has the unintended effect of preventing breweries from having a beneficial interest in licensed premises. It is proposed to amend the Act to make it clear that a brewer or distiller, or the spouse of a brewer or distiller, may have a beneficial interest in a licence or in licensed premises. This will then be consistent with section 48 which provides that a brewer may submit a tender for the purchase of a licensed victualler's licence.

It is proposed to repeal subsections 7 and 8 of section 60A. These subsections prohibit a person under the age of 18 years from being in a beer garden of licensed premises. The object of this proposal is to remove a concern which has been expressed concerning young children being locked in hot cars while their parents are in a beer garden.

It is proposed to repeal the provisions which require a permit to be obtained for singing and dancing in hotels, restaurants and bistros. Instead, it is proposed that singing and dancing be allowed on these licensed premises provided the Licensing Commission has approved in the first instance that the premises are suitable for such purposes.

Upon application by a licensee under section 68C, the Licensing Court may vary the ordinary trading hours of a hotel so as to require him to trade only those hours as so varied between the hours of 10 a.m. and 10 p.m. Trading for broken periods is prohibited. Section 69 enables a licensed victualler to apply to the Licensing Court for permission to vary his ordinary trading hours, 10 a.m. to 10 p.m., to either an earlier commencing time or a later closing time, but for not more than 12 hours. This may be granted subject only to the location of the premises and the needs of those persons who might be expected to resort thereto. Broken periods are permissible. It is proposed that these applications for variation of trading hours be made to the Licensing Commission instead of the Licensing Court.

At present provision is made in the regulations for the issue of unlicensed club permits to sporting bodies approved by the Licensing Commission. These permits allow the sale of liquor to members of the sporting body and their guests at a meeting or gathering of the sporting body. Most of these permits have been issued to squash clubs. It is considered that these provisions contained in the regulations should be dealt with in the Act. It is proposed in this particular area to make provision in the Act for the issue of sporting body permits. These permits will be restricted to two meetings each week. They will also be issued for not more than three hours for each meeting.

The Act will be amended by this Bill so that the Licensing Court is not bound by the rules of evidence. It will then be able to take such steps to inform itself thoroughly as to the subject-matter of particular proceedings as it deems fit. It is proposed that there be no appeal from a

decision of the Licensing Court except in cases where there is a question of law involved. Such appeals will be heard by the Full Court of the Supreme Court.

This Bill will also make provision for the Licensing Commission to be a body corporate capable of suing and being sued. This will mean that liability will not rest on commission members individually. The Bill also makes it clear that the commission can make recommendations on any matter before the Licensing Court.

It is also proposed to amend section 124 of the Act so that if any alteration of club rules would have the effect of changing the original objects or purposes of the club, the proposal must first be submitted to the Licensing Commission. The commission will be given the power to notify the secretary of the club that the alteration is not to be adopted.

With respect to the granting of permits for the holding of functions at licensed bowling clubs and licensed golf clubs, it is proposed that the hours be restricted to between 6 p.m. and 12 midnight. At the moment the permissible hours are between 8 p.m. and 12 midnight.

Under existing legislation licensed function rooms can trade only between 12 noon and 12 midnight. Some wedding breakfasts could start at 9 a.m. On the other hand, some functions, such as balls, do not finish until well after midnight. It is therefore proposed to allow function-room licensees to obtain permission from the commission to cater for these functions.

The opportunity has also been taken to amend drafting errors in the Act.

It is considered that the proposals contained in this Bill will be of great benefit to the many tourists who visit this State.

I thank the members of my committee for the many hours that they have contributed to the preparation of this Bill, which I will shortly place before the Committee.

To assist honourable members to interpret the provisions of the Bill, explanatory notes will accompany the Bill itself.

Mr. WRIGHT (Rockhampton) (10.33 p.m.): All members will have been pleased to hear the Minister say that the Bill when printed will have explanatory notes, because in the 15 or more minutes for which he has been speaking he has referred to at least 40 amendments.

Mr. Ahern: Did you take notes?

Mr. WRIGHT: No, but I kept a rough count. I got to about 33 and then stopped. I know that the Bill is in line with some of the proposals that have been circulated around this Chamber for some weeks. It was almost impossible to keep a close check on exactly what proposals the Minister has included and what proposals he has rejected.

It would seem to me, having listened to his speech, that we might rename the Bill the "Sunday Trading Bill", because every now and again he talked about extension of the liquor outlets and liquor services on Sunday. I am not sure how this will go down with some of the church organisations and certainly with the temperance organisations. No doubt, as the Minister has said, it is in line with modern attitudes, but it is a pity in many ways that the sanctity of Sunday has been done away with and that it is now being made, in effect, an ordinary weekday.

The liquor laws of Queensland have been the subject of ongoing controversy for at least the last five years—possibly even longer—and the Bill we have before us is the result of that controversy. There has been pressure on all members of Parliament by way of submissions, petitions, letters and deputations. All members have been badgered and pressured in some way to give consideration to certain amendments.

The main criticism has been coming from those groups that feel that they have been discriminated against, and I refer specifically to the bowls clubs and the golf clubs. They have been restricted as to bulk sales and also as to when they can serve liquor over the bar.

Mr. Lane: This is the first time we have heard from you on the subject.

Mr. WRIGHT: I am pleased to take that interjection, because this is the first time that the Liquor Act has been before the Assembly for a long time.

Mr. Lane: You can speak on the subject in other forums.

Mr. WRIGHT: If the honourable member wishes to know, I discussed the matter with clubs in my own area. In fact, some time ago Opposition members presented petitions in the House. But that is beside the point. The fact is that we all have been discussing this issue, because it is an important one. There has been discrimination, as was put to me quite some time ago when Mr. Byrne, one of the Liberal members who fortunately lost his seat at the last election, was canvassing the State.

Various clubs contacted all members of Parliament and pointed out that, in particular, golf clubs and bowls clubs were discriminated against in comparison with R.S.L. groups and other sporting clubs, that it was an open go for the latter and that the former were very severely restricted. On the other hand, concern was expressed by the hoteliers that the requirements in accommodation and standard facilities were too stringent and, more so, that fees were a heavy financial burden. Strong submissions have been made by the clubs and by the hotelier groups to have the various discriminations removed and also to have licensing fees for hotels lowered. As I said, Mr. Miller, it will be interesting to see just what the Bill does and how many of the requests have been acceded to.

Although many of us have doubts and must be concerned about the growth of consumption of alcohol in the community, we must accept that it is a well-practised activity, and as much as some of us might fear the growth, it is something that we have to live with. The liquor industry is a major employer of labour, both directly and indirectly. One has only to consider the number of people employed by the breweries, by hotels, and by clubs, the entertainers who gain income from their involvement in discos and cabarets, in the catering industry, the transport industry, and also in the advertising and media areas.

However, I have often wondered whether the economic advantages by way of income earned are outweighed by the social loss, the social cost to the community as a whole. Abuse of alcohol is a real problem, and not so long ago I had a long discussion with Dr. Doug Everingham who, as honourable members know, is a great exponent of some types of control over the consumption of liquor, whether it be by lowering the alcoholic content or by other measures.

The use of alcohol certainly has had an effect. Road accident statistics show that over-use of alcohol is a contributing factor. It is also a factor in work fatalities and absenteeism. It has a flow-on effect into crime, where young people who have been intoxicated have done things that they would not normally do if they had control of their faculties at the time.

There is also the cost, because it is up to the State and the community to try to repair the damage and to try to rehabilitate those people who become alcoholics.

Mr. Lester: It is unfortunate, though, that it is going to increase no matter what we do. People just do not learn.

Mr. WRIGHT: I accept that, and that is one of the greatest problems that we face. I do not really believe that the number of outlets will determine the growth of alcoholism. I do not see that that is really the controlling factor. It comes back to self-control and some sort of self-education programme. It also comes back to parental responsibility. However, I will develop these points later.

It is a growing problem, and it is one that seems to be overlooked. We tend to have a community that has been conditioned to accept alcohol as part and parcel of daily living. It is the in thing for many people. It is associated by way of advertisements—wrongly so and unethically so—with good health, with sportsmanship, and with fun and frolic. There is one advertisement—and I think it is linked with Brisbane Bitter—showing the great time that one can have on the Brisbane River.

Mr. Frawley: With all those girls in bikinis?

Mr. WRIGHT: I have not actually noticed that, but I can understand that the honourable member for Caboolture would have.

Mr. Frawley interjected.

Mr. WRIGHT: They did call her "the bobber", for some reason.

In the advertising, there is a he-man image—if you are a drinker, you are tough. I recall that even in my teenage years it was the normal thing to go over to the Rocklea pub to buy a couple of bottles and then go down near the trots and consume them. Unfortunately, I was one of a group of fellows who were caught by the police one night, got my backside kicked and was told to get home. I might add that that did not change my attitude. It was later that I realised——

Mr. Lane: Not hard enough, actually.

Mr. WRIGHT: Not hard enough? That would be coming from a policeman, no doubt.

I suggest, Mr. Miller, that young people are brought up with the idea that it is smart to get drunk. I can recall instances in groups with which I was associated, and I am sure that all honourable members, if they are honest, and whether they are young or old, can think back to the fun that they had when they were intoxicated. Although we accept that—and people are masters of their own destiny, provided they do not affect the rights of other people—we have to come back to some responsibility.

I mentioned parents before; I come back to them again. It concerns me deeply that some parents actually encourage their children to drink. I have visited some homes in which the parents make a joke of the fact that their four-year-old can consume a large glass of beer. They think that is wonderful. It is rather strange that some children of very young age like the taste of beer in particular. It worries me that parents make a joke of that, condone it and even encourage it.

There are very few activities that take place without liquor. Most activities, whether they be sporting club functions or other functions, publicise the fact that liquor will be available. Attempts are made to encourage patrons by such advertising. Whilst we acknowledge the problem and realise that we must have laws to control the consumption and abuse, if possible, it concerns me that we subsidise this industry. We subsidise it through the wine industry and even by way of rail freight concessions. Some three or four years ago, the Carlton United brewery closed down in Rockhampton. At that time it was pointed out to me that one of the reasons for the closure was that it could not compete with Castlemaine, which received from this State Government a rebate of $8 for every tonne of beer sent from Brisbane. Obviously, the public purse was paying for the advantage that Fourex had in country areas.

Few organisations today would contemplate running any sort of function without having liquor available. They realise that if they were to do that, it would almost be disastrous.

Mr. Lester: This is a shame, though.

Mr. WRIGHT: It is a shame. I have been to a couple of functions, one with a group known as the Gideons, at which a person could enjoy himself without having liquor. A person can enjoy himself without liquor just as much as he can with it. However, I concede that liquor warms the atmosphere and makes people forget their problems so they can settle down and enjoy the evening. The problem lies not in the alcohol itself, but in the abuse of it.

It is unfortunate also that many clubs have become almost totally dependent on liquor sales for the promotion of their activities. Nearly every group, whether it be Rugby League, Rugby Union, soccer or squash, tries to obtain a liquor licence. Even theatre groups claim that they must have a liquor licence as a drawcard and that the patrons will not come without it.

It is stupid to think that the trend can be reversed; I do not believe it can. Other States, such as New South Wales, seem to adopt an even more liberal approach—and I use that word with some trepidation—towards the consumption of liquor, but their problem is equal to ours and certainly no worse.

Mr. Lane: You are talking about Bob Askin's day?

Mr. WRIGHT: I will discuss that with the honorable member personally rather than become involved in a political quarrel. I do not wish to do that.

Some of the problems in this State have been caused by this Government. I recall that it was this Government that removed the right of the community to decide whether or not they would have a dry area. In previous years, referendums were conducted. The matter was debated in Parliament at some length and I recall that some Government members had the courage to make a stand with the Opposition on the issue; others did not. It is a great pity that the rights of the community have been taken away. Just as people should have the right to drink, so, too, they should have the right not to drink and the right to prevent the influence of liquor on their local community.

In any consideration of amendments, all aspects should be looked at. I hope that the Minister has done this, and that he has received submissions from various interested groups.

First and foremost, consideration must be given to the needs of the community. If we accept liquor as an industry and the consumption of it as a commonplace occurrence in the community, we must come back to the needs of the community. We must ask whether the availability of the product is suited to the needs of the community, whether the standard of facilities and service given is sufficient, whether the quality of the product is satisfactory and whether the price is right.

A balance must be struck between the hard-line restrictions that were imposed in other States, where there used to be a 6 o'clock closing-time, and the blank-cheque approach of 24-hour sales that is advocated by some persons. Some type of balance has to be struck, because we simply do not want a society that is saturated by liquor. That is one of the dangers we face every time the Act is amended. Antagonism and opposition towards changes in the liquor industry are gradually being eroded.

We must also consider all Queenslanders, no matter where they live. I shall raise this point later when I deal with price. At Mt. Isa or Ilfracombe the price of a packet of cigarettes is the same as in Brisbane, but the price of a glass or bottle of beer is twice the price in Brisbane. Some control must be exercised in this area.

The Minister mentioned tourist parks. It seems that he is considering the tourist industry. The special needs of the tourist industry must be considered. The proposals may improve availability, but I hope that the standard of facilities is maintained.

The proposal to increase trading hours for certain outlets may be warranted. The legislation will legalise hitherto illegal activities. I am thinking of restaurant sales and some club bulk sales. Again I do not know if provision for that is included in the Bill. I was unable to pick up the point.

The legislation will also allow wider use of premises where liquor can be sold. New types of licences, such as the tourist park licence I referred to, are being provided for.

Most of the provisions will be welcomed by the community. However, I hope that thought has been given to those who do not condone increased liquor consumption. It is all very well to expand outlets and lessen controls, but we must consider people who may be affected. I shall refer briefly to the noise factor. I have had time to talk to people living in the vicinity of discos and cabarets run by hotels. Their life at certain times, especially on Friday and Saturday nights, and sometimes in the middle of the week, is totally unbearable. It is not only the noise made by entertainers but also the disruption caused by people who congregate after the activity is over. Traffic problems arise and fights take place. I refer to the overall difficulties surrounding the total environment. I certainly would not like to live there.

I understand why people become concerned when they know that a hotel is to start a cabaret. They know that all sorts of people, both young and old, will congregate in their hot-cars. They know that there will be drinking and fighting on the footpaths. The surrounding areas become hazardous for other citizens. The only way to overcome the problem is to enforce the laws strictly. When complaints are made, action should be taken expeditiously.

The lessening of the effect of the liquor laws creates further problems for the police. We must realise their difficulties. At the moment, one of their worst difficulties is under-age drinking in Queensland. I have raised this serious problem on many occasions.

I note that the Minister is extending liquor sales at airports. A visit to an airport at any time discloses that young people drink there, just as they do in most of the hotels that have entertainment. Certain hotels in every city have become haunts for under-age drinkers. Unfortunately young girls are the main offenders.

I am sorry for the police who have to enforce the under-age drinking laws. With the make-up and hair styles worn today, how can they tell the difference in age between a girl of 15 and another of 18? It is very difficult. I have visited some of the places around the city with Brisbane police officers. If we were asked to fill in a questionnaire, I am sure that most of us would be wrong when we tried to pick ages. Reports have been made about 13 and 14-year-old girls and boys getting drunk. That happens not only at hotels, but also at the cabarets and the airports.

The difficulties can be traced to lack of parent responsibility—to the number of parents who do not bother to note or care where their children are. I am sometimes surprised to know that a child can get away with coming home drunk on a Friday night, and do the same thing again on the Saturday night without the parents seeming to know. If we are to make conditions favourable for drinkers in the community, let us enforce the laws so that we may overcome the difficulties that will arise.

Only recently I met a young man of 22 years of age who told me that he has been an alcoholic for three years. That is a very serious matter. If he was an alcoholic at 19 years of age, he must have started drinking long before that. We should pay close attention to the statistics prepared by the Temperance League and other bodies relative to the growing problem of alcoholism. They have presented statistics showing that 1 in 15 people is an alcoholic, but I suppose that could depend on the definition.

I mentioned earlier the aspect of price and quality. I wish to refer to that now. There is no price control in this State—except, it seems, for taxi drivers. There is some control over milk. We have control over haircuts. If we want to introduce price control, perhaps we could start with the liquor sold in hotels. A rip-off is certainly taking place there. All of us, as members of Parliament, have to entertain people. When we go into some of these places, we pick up the tab. It is usually called the pollies' shout. It is amazing the number of times that one orders three rounds of similar drinks and is charged three different prices. For some of the mixed drinks sold, 20 or 30c is charged for the soft drink that is added. Very often, half of it is ice anyway.

There is a similar argument in the case of soft drinks. The charge is a real rip-off. Whereas a bottle of soft drink can be bought for 42c, there will be a charge of 50c for a glass of soft drink. There ought to be some type of maximum-price scheme—and the liquor industry is one that we could start with.

Mr. Gygar: You get in there with all the regulations and bureaucrats and you'll sort it out.

Mr. WRIGHT: The Government is happy to bring down a minimum-price scheme for bread, yet it is not interested in bringing in some type of maximum-price scheme for consumers. It wants to see a total and extreme free-enterprise system.

Mr. White: You want to read that Bill again.

Mr. WRIGHT: I have read the Bill. We will see what happens with it. I think the point will be proved.

This Government condones the idea of some type of price control over taxi fares, but it is saying that we should not do it with other commodities. I suggest that we ought to pick out some everyday commodities and then try it. Let the Government prove the Opposition wrong.

Mr. Gygar: Your solution to the problem is to either throw money at them or let bureaucrats control them.

Mr. WRIGHT: I take the honourable member's point that we have too much control by the bureaucrats. I for one have been an opponent of subordinate legislation; of having delegated authority constantly as part of the government of this State. However, it is part and parcel of a State as big and as decentralised as ours. We have to shed responsibility in that way.

I do agree that there ought to be control over that. However, it is not in just that area. One could mention all sorts of boards and so on.

I return to the problems that people face when they are overcharged in hotels. There is little opportunity for them to complain. I have been with people who have bought some drinks and handed over $5. The change is simply dumped in front of them. It is almost impossible to check the price. If an attendant is asked, he is never quite sure. Different prices are given.

(Time expired.)

Mr. LANE (Merthyr) (10.53 p.m.): I am pleased to join in this debate on amendments to the Liquor Act. For about 12 months, together with other members of the Justice committee of this Parliament, I have been devoting a considerable amount of my time to assisting in the drafting of the amendments that are being put forward tonight.

About 12 months ago the Minister, in consultation with his committee, decided to review the Liquor Act, to iron out a few of its wrinkles, to smooth a few of its rough edges, and to do something for various sections of the community. We did so, keeping in mind that the tourist industry and responsible drinking—not excessive drinking—should be catered for, and that there were a few administrative anomalies to sort out. Considerable and lengthy submissions were made to the committee by the members for Southport and Surfers Paradise on behalf of the tourist industry on the Gold Coast. They were very sane and sensible submissions. I am pleased to see that most, if not all, of them have been incorporated in the amendments before us this evening.

There is an amendment to allow liquor to be drunk in restaurants on Sunday nights and to allow a certain amount of entertainment in restaurants. If somebody wants to go to the Gold Coast and have a steak in one of the bistros down there that provide entertainment, it will be possible, if it has a restaurant licence, to listen to some music, have a dance and be entertained after being served with a steak. Fortunately, the Justice committee of this Parliament consists of fairly broad-minded, enlightened people. It has decided to go about its assistance to the tourist industry in a realistic way. Those requirements were satisfied.

There is an amendment in the Bill relating to the licensing fees chargeable for the three-month period of the beer strike last year. Members who read the newspapers would know that on 18 January this year I made a suggestion in the daily Press that some arrangements should be made to calculate the licensing fees chargeable during the period of the beer strike on the same basis as in the past, that is, on the ex-brewery price of beer purchased by the licensees over that period.

During the beer strike, clubs and hotels kept up the flow of beer to their customers by buying from sources interstate and, in some cases, overseas beer which varied markedly in price from hotel to hotel and from club to club. In some instances the purchase price included an interstate licence fee of 8 per cent plus the cost of freight to Queensland and, in some cases, the dealer's mark-up. This meant that many of the clubs and hotels would have been required to pay a State licence fee or tax of 8 per cent calculated on the total purchase cost including the abnormal charges such as freight and interstate licence fee. That was plainly unfair and I asked the Minister, as did certain sections of the liquor industry, to see what could be done about it. Members will notice that this has been accommodated in the Bill.

At the time, I suggested that the licence fee should be calculated on the ex-brewery price of the liquor in the State of origin. I am pleased that the Minister has gone further than that and has calculated it on the ex-brewery price in this State, which is a very base price for that period. It is a recognition of the good job the liquor industry did to keep up supplies to regular customers during that very difficult period. I thank the Minister for that. I have letters from the Registered and Licensed Clubs' Association, hoteliers and other people saying how much they appreciate what has been done in that regard. It demonstrates the flexibility of this Government in this sort of area.

The other area not covered in the Bill—I regret to acknowledge that it is not—is the allowing of take-away bottle sales at bowls and golf clubs.

A Government Member interjected.

Mr. LANE: Yes, it is a great shame that they have not been accommodated. It has not been for want of trying. I have been advocating this for many years. I remember when the former member for Wynnum, Mr. Lamond, and I joined together several years ago, when last this Act was being reviewed, and endeavoured to persuade the majority of Government members to support the proposal. Mr. Lamond and I were both disappointed on that occasion and I am disappointed again in 1979. However, I believe that there is justice in the argument and that the cause has merit. I intend to continue my advocacy of it as long as I am in this Parliament or as long as need be until some common sense is injected into the matter.

The 323 bowls clubs in Queensland—241 situated in country areas and 82 in the Brisbane city area—have a total membership of 45,000 male bowlers. The Royal Queensland Bowls Association has, on behalf of those bowlers, been in touch with most members of this Parliament asking them for their support in allowing bottles to be purchased at bowls clubs and taken from the premises by members.

The 186 golf clubs in Queensland have a total membership of approximately 24,000 people. They, too, have been in touch, through their union, with members of this Parliament requesting that they be given this facility. Unfortunately, we have been unable to persuade the majority of Government members to agree and the matter has not been accommodated in the Bill.

Mr. Davis: The hotel lobby won, did it?

Mr. LANE: Yes, I think the hotel lobby did win. It is not something I shrink from saying. I have had the matter out with the president of the Queensland Hotels Association and many members of his executive, and I made the point to them as forcibly as I could that I did not think they were even acting in their own interests by standing against such a very reasonable proposal.

I have suggested to them that unless they are prepared to give some ground in these very reasonable and sensible areas, in the long term—and it will not be too long—there will be a major backlash from the community against hotels in this State which will, in due course, force the Government of the day to allow even more extensive bottle sales, perhaps through bottle shop outlets, grocery stores or other suppliers throughout the State, to the great detriment of the hoteliers. I think their hard-line stance on this issue is a very foolish one even from the point of view of running a sensible political lobby. I think that they have been very unwise in the stance they have taken against golf and bowls clubs. I think they could have conceded that quite easily, and it would have been in their long-term interests.

I have personally opposed bottle sales from grocers' shops and other suppliers for many years because of the major investment which hoteliers have been forced to make in their premises and the effect it might have on the standards they have established and have to maintain while they hold a licence. I also opposed this proposition because of the effect it would have on hotels in some of the smaller country towns. I have been an advocate on behalf of the hoteliers against bottle shops in a general sense, but when I see hoteliers being as pig-headed as they have been in opposing bottle sales from golf and bowls clubs, I do not mind saying here tonight that they are about to lose one of their better advocates in protecting their position in the other area. I am about ready to change sides on the subject of bottle sales, for what it is worth.

Mr. Vaughan: Which way are you prepared to vote?

Mr. LANE: There is no provision in the Bill to allow for bottle sales from golf and bowls clubs, and there is no way under the Standing Orders of this Parliament for me to try to introduce such a proposition into the Act. When the honourable member for Nudgee has been here just a little longer he might find the time to read the Standing Orders and he will then understand that what he suggests cannot be achieved. It is not like some harum-scarum trade union meeting, where someone jumps up and moves an amendment off the top of his skull. Here we have to act within the Standing Orders, so I do not have the capacity to do anything about it today. But as I welcome all the other changes in the Bill, which are 99 per cent of the things we wanted to achieve, I will be voting for the Bill, and I hope he will, too.

One of the reasons why I believe that golf and bowls clubs should be able to sell take-away liquor is that I think it is better for people to buy bottled liquor and consume it at home rather than consume it at the club or leave their club, drive to a hotel to pick up liquor, and then drive home. I think it would keep drivers out of their motor vehicles and off the road, and so from the point of view of responsible drinking I think that this concession should have been granted.

I think that most, indeed all, of the membership of golf and bowls clubs in Queensland represent the more responsible members of the community who could well be trusted to act in a responsible manner when they take liquor away from the clubhouse. The proposition that I put forward was that the Government incorporate a provision in this Bill to allow for 4.5 litres of bottled beer or 1 litre of spirits to be taken away from golf or bowls clubs by members, provided that no drive-in bottle department was established at the club and sales were made across the counter. I was prepared to adapt this suggestion on the amendment of the member for Sherwood, so that it had application to Greater Brisbane and the Gold Coast and Sunshine Coast tourist areas. However, that still did not meet with the approval of the majority of the Government members in this Parliament, and so that did not succeed, either.

Mr. Davis: That does not seem to be a bad sort of amendment.

Mr. LANE: No, it is a very sensible amendment. What about a few of the members opposite changing parties and coming along to our meeting next week? I will put it up again and we will see whether we can persuade the majority.

One of the arguments that has been put up against this proposal is——

An Opposition Member interjected.

Mr. LANE: There are a couple over there we would not have. We might be able to brainwash them a little, give them a bit of a scrub with a hard brush and clean them up a bit.

Mr. Frawley: Put them on probation, though.

Mr. LANE: They would be subject to the supervision of the honourable member for Caboolture.

It has been suggested that if golf or bowls clubs wish to have the right under the Liquor Act to sell take-away liquor, they could change their licences; they could swap over to one of the alternative licences that are available under the Act. Members would know that the only realistic licences available to golf or bowls clubs are full registered

club licences that are provided under the Act. These are the type of licence that relates to the Irish Club, the Masonic Club, the Italian Club, general football clubs, ex-servicemen's clubs and workers' clubs.

However, these licences require that clubs in the Brisbane area have a minimum membership. Most members would know that most bowls clubs in Greater Brisbane would not have that membership. They do not have a membership in excess of 300, so they could not apply for a registered club licence. That avenue is not open to them. Golf or bowls clubs in Bundaberg, Cairns, Ipswich, Mackay, Maryborough, Rockhampton, Toowoomba or Townsville would require a membership of 200 before they could qualify for a registered club licence. Elsewhere in Queensland a membership of 100 is required before a club qualifies for a registered club licence. So that avenue is not open to golf and bowls clubs. They are not able to surrender their licence and change over to a registered club licence. If they are a principal sporting club, of course, the minimum membership required anywhere in the State, under section 114 of the Act, is 500. So obviously they do not qualify there.

However, the Bill satisfies a lot of people. It satisfies most of the things that the Queensland Hotels Association wants. I suppose that in the tough game of liquor politics these days, one would have to say that that association has been well satisfied. It has done a good job somewhere in the Government to get what it wants.

I think that the provision in the Bill for a theme park is a worthy one. It will accommodate the desires of people such as those who run Sea World on the Gold Coast. It will provide liquor outlets through them. There is nothing wrong with that, either. Their demands have been satisfied.

I think that, broadly, the Licensing Commission put forward some administrative suggestions, and most of what it wanted has been satisfied by the Bill. The judge of the Licensing Court made some submissions also, and everything that he wanted has been satisfied by the Bill.

The breweries in this State have also been accommodated in many of the provisions, particularly the one that allows them to have a direct interest in a hotel liquor licence, rather than an interest through a subsidiary company or a front organisation or some individual. So the breweries have been accommodated quite well.

There is provision in the Bill for an international hotel licence. Tenders will not be required to be called for it. Therefore, people will not have any right of objection or right of appeal. Normally, there is a tender fee in the first instance. The nominal fee for the licence will be determined by the commission. Perhaps that is a good thing. I am sure that Mr. Iwasaki will find it very accommodating at Yeppoon, and so he should. I am very anxious to see his development go ahead; therefore, I acclaim that provision.

Broadly, the things that the honourable members for Surfers Paradise and Southport are concerned about in the tourist industry on the Gold Coast—limited hotel licences, restaurants, cabarets, and so on—have been catered for very well.

Unfortunately, the people who have been left out in the cold are the 45,000 members of bowls clubs and the 25,000 golfers in this State who will not be allowed to take away six bottles of beer or one bottle of spirits after they finish their game on any week-end. I give a guarantee now that I shall continue to press for an amendment in that regard, and I look to members of this Assembly to give me their support in the future. People talk about it as a right that we are giving to someone. As a Liberal, I believe that people have all rights in the first instance and that Governments only take them away in the interests of——

Mr. Scott: That statement is a load of codswallop.

Mr. LANE: The honourable member is a socialist. Of course, he does not believe that. I would be very disappointed if he said anything else.

Mr. Scott: You don't know what you are.

Mr. LANE: I know what I am; I am a Liberal. Legislation only takes away people's rights; it does not establish them. We do not confer gifts on people by legislating in this place. The A.L.P. thinks it does people a favour when it passes legislation.

Mr. Scott: You impose economic sanctions.

Mr. LANE: Ah! Now we have a Marxist. It has taken the honourable member 12 months to embark on that subject. I have only 30 seconds left. I hope that the honourable member will find time to get to his feet in a general debate in this Chamber, perhaps later this year, and give us the benefit of his economic philosophy. We will then see where he stands in the community.

Mr. Scott: You haven't got one.

Mr. LANE: I know where I stand. There is plenty on record as to where I stand. Let us see where the honourable member stands in the future. Let him spell it out sometime. I advise him to give away speaking on the back steps of a school in the bush and get up in this Chamber and tell us where he stands in relation to politics.

I commend the Minister for the Bill—as far as it goes. It satisfies 99 per cent of the requirements of the Queensland community, and I give it my support.

Mr. VAUGHAN (Nudgee) (11.13 p.m.): I was very pleased to hear the Minister's introductory remarks. What they boil down to is that this State is growing up to some extent as far as its liquor laws are concerned.

I took note of what the honourable member for Merthyr said, and I know that he and a number of other Government members have been trying for some time to get some sanity into the States' liquor legislation. However, I and other honourable members know for a fact that they have failed. The reason is that they have not got the numbers. What the Premier says goes, and that is that.

I note that the Minister has referred to tourist park licences in the Bill, and I believe that that is a very necessary amendment. When I was in the Barrier Reef area in the latter part of last year I visited quite a number of tourist areas in the Whitsunday group. It was obvious that there was a need to amend the provisions of the Liquor Act to assist people who were trying to establish tourist resorts on some parts of the islands. In fact, they had to break the law to serve liquor to tourists from overseas countries who happened to land on particular parts of the islands.

As to the amendments relating to dining-rooms and bistros—I said earlier that it is about time we began growing up and took note of what is going on in the rest of Australia. There is some antiquated thinking on the part of certain members on the Government side of the Chamber.

The amendment relative to airport licences will make it possible for a person who is going to travel to take any number of people for a drink instead of only one person. How we are progressing! It really is a significant step.

Mr. Lane: You are in favour of it, I suppose?

Mr. VAUGHAN: I certainly am.

Mr. Frawley: Why wouldn't he be? He is out at the airport on the grouter all the time.

Mr. VAUGHAN: Every time I go out there, the honourable member is hovering round perving on all the air hostesses.

I appreciate that there is a necessity to train waiters. It is most enlightening to be served in a restaurant by a waiter, either male or female, who carries out his or her duty in a competent manner.

Booth licences are a bit of a farce. However, I acknowledge that the amendments are a step in the right direction.

As to children in beer gardens—for quite some time children have gone into beer gardens and, at the same time, others have been left waiting outside. There have been some sad cases of children being left in cars by parents who have stayed in beer gardens for such a lengthy period that the children have suffered. This point was adverted to by the member for Rockhampton.

I am sure the amendment relating to bowls clubs and golf clubs will be welcomed by the committees of those organisations. All the amendments outlined by the Minister are a step in the right direction.

The honourable member for Merthyr expressed concern for golf clubs and bowls clubs. On behalf of the Nudgee Golf Club, the Virginia Golf Club, the Geebung Bowls Club and the Banyo Bowls Club, all of which are in my electorate, I want to go on record as saying that I am totally opposed to discrimination against them and against persons who are members of those clubs.

I know that moves have been made by some persons to have the Liquor Act amended to eliminate this discrimination. In fact, the Minister is on record as saying that he made representations to Cabinet to have this discrimination removed.

It is shocking that a parent who is a member of a golf club or a bowls club cannot buy a bottle of beer at his club and take it home, whereas his 18-year-old son, who happens to be a member of a football club, can do so. I am not denigrating the football clubs, but it is stupid that a youth who may be only a spectator, not a player, is allowed to take home a half a dozen bottles of beer or spirits, whereas his father, who plays bowls or golf, is not permitted to do so. That shows that something is wrong in this State.

I know that the Government is influenced by the hotel lobby, and Opposition members know where the problem lies. On 31 October last year the Press carried a report stating that the Premier dismissed liquor proposals. That is what it boils down to—the antiquated thinking of some Government members, and particularly that of the Premier. The article said that recommendations that were made included the sale of bottled liquor to club members at golf clubs and bowls clubs. The Premier, however, said that that was not the time for any amendments to the Liquor Act. He was also quoted as saying that he had assured the hotel trade that no amendments to the Liquor Act would be made in the ensuing session of Parliament. That is the point—he assured the hotel trade. Of course, he is the boss, and whatever he says is carried in Cabinet.

The Premier's argument mainly was that the hotel industry had invested hundreds of millions of dollars and employed thousands of workers, whereas golf clubs and bowls clubs employed voluntary staff. I suggest that the Premier get out in the community and look around. If he does so, he will learn something. I understand that that attempt to amend the Liquor Act was the third.

To get back to what I said before—it is shocking that golf clubs and bowls clubs are discriminated against. The law prohibiting the sale of canned and bottle beer at golf clubs and bowls clubs is a farce. I have said on other occasions that any amount of bottled beer can be bought at any number of golf and bowls clubs. Some of the clubs

are in electorates represented by Ministers. Ministers have voted against the proposal to allow bottle sales at the clubs, yet some clubs in their electorates sell bottled and canned beer quite openly. A person could bring along a truck, fill it with bottled and canned beer and drive it away. It is gross hypocrisy to make such a stand. This proposal must have gone to Cabinet, and Cabinet must have vetoed it. Some Ministers must talk with tongue in cheek.

The law could be amended to allow a small amount of bottled or canned beer to be taken away from the clubs. An article that appeared in the Press on 25 March contained a ridiculous statement to the effect that a proposal that golf and bowls club members be allowed to take home liquor won in an art union at their club was rejected. The article pointed out that any liquor won in an art union would have to be consumed on the premises. If a man wins a bottle of scotch in a raffle he is supposed to drink it on the spot. That is ridiculous. In the light of the drink-driving legislation, that is utter hypocrisy. It is ridiculous for legislation to require a person who wins a bottle of scotch at bowls, or in a raffle to drink it on the spot.

Last year, whilst in New South Wales, I visited the Granville Bowls Club. That club's bottle sales are phenomenal. No problem seems to arise over the border. Queensland's problems must be attributable to the Queensland hotel lobby buying the Premier in some way or another. Members of bowls and golf clubs are saddled with the problem. I agree with the honourable member for Merthyr that sooner or later the hotel lobby will realise it has made a mistake, and an adverse reaction will set in. When that happens no doubt it will once again scream for special attention.

I recall that some time ago the Premier said, in relation to late-night shopping, that it was time the customer was considered. I say it is time that members of bowls and golf clubs were considered.

Statements appeared in the Press recently about random breath tests. This is another grossly hypocritical situation. On 25 April this year the Press referred to the possibility of snap driver breath checks being introduced.

The TEMPORARY CHAIRMAN (Mr. Miller): Order! That matter comes under the Transport Act, not the legislation we are discussing.

Mr. VAUGHAN: I intended to deal with the sale of liquor which contributes to the drink-driving problem. I do not want to comment on whether we should or should not have random breath tests, but I believe that we should be looking to prevention rather than cure. A random breath test may be a cure.

We are supposed to have a drink-driving problem in Queensland. If we are to tackle drink-driving, let us tackle it at its source. When the breweries build a new hotel, what is the bigest thing provided? A great big car-park. A person who goes to the hotel has to drive into the car-park, go to the hotel and then return to his car to drive away.

Mr. Davis: To get a licence, it is essential that they incorporate a car-park in the complex.

Mr. VAUGHAN: That is another instance of hypocrisy.

If we are fair dinkum about the drink-driving problem, let us do away with car-parks at hotels. But that would be contrary to the wishes of the hotel lobby. They want people to drive their cars to hotels. They don't give a dam what happens to them after they arrive. They do not care if people get drunk. Let us face it: what Australian, what Queenslander, would go to a hotel and have five 7-oz. beers in an hour? We are getting bigger and better hotels, bigger and better car-parks, and bigger and better drink-driving problems. When a reference was made to drink driving and random breath tests, a comparison was made with Victoria. It was stated in the article that random breath tests are made in Victoria. I know. I took the trouble to find out when I was down there recenty. Random breath test centres are set up. A motorist is picked out of the traffic and given a breathalyser test. It does not seem to greatly worry the people of Victoria. They say that they have learned to live with it.

If we are to pluck one type of legislation from one State, let us look at the legislation of that State in its entirety. In Victoria, there are licensed shops. One does not have to go to a hotel or line up at a bottle department. Liquor can be bought at the local store. I firmly believe—and this was touched on by the previous speaker—that if we are going to consider our serious problem (and it is a problem), let us not talk about imposing penalties and detecting people once they have become drunk. Let us stop it at its source. I hark back to the argument on sales of bottled beer in golf clubs and bowls clubs. It is far better for people to take their liquor home and drink it there.

No matter how hard we try, the hotel lobby is so strong—and its advertising campaign, as has already been stated, is so strong—that we will never stamp out the problem. It is recognised as being a disease. In fact, I believe that alcohol is one of the worst drugs that we have. However, because it is big money, nobody wants to tackle it. Nobody wants to do away with huge car-parks in the hotels. Nobody wants to do away with the bigger hotels and bottle departments. The hotels do not want people to be able to buy their liquor at a licensed store. However, in New South Wales and Victoria one can buy it in a store. If it is good enough for this Government to be considering the introduction of random breath tests to stamp out drink-driving, let us

examine the attitude of the other States to people's drinking habits and give some consideration to licensed shops.

Just recently I was on the Gold Coast. Over the border, Woolworths have a liquor store. While the groceries are being loaded into one's waggon, one can call into the liquor store and load up. Across the road, Myers sell it. As a matter of fact, they are selling bottled Fourex and Brisbane Bitter cheaper than we can buy it in Brisbane. That is another point. I will get on to liquor prices shortly, too.

Let us consider drinking habits. The Government talks about introducing random breath tests. However, the shout is promoted in advertisements. If one goes into the members' bar here, one gets into a shout and ends up having five or six beers. The same thing applies elsewhere. It is far better for people to be able to buy their liquor at the corner store and consume it at home. If we really want to do something about drink-driving, let us have a serious look at the position. I appreciate that from the Premier's point of view that would probably stand on the toes of the Queensland hoteliers' lobby.

What about the alcoholic content of beer? I was talking to a fellow who is fairly high up at Castlemaine Perkins. He said—and it was in the Press recently—that they have developed a low-alcohol beer. Why shouldn't we have a low-alcohol beer on tap or available in bottles, just as there is diet ale? If people are in a shout with a group, some have a dash of soda and others have a dash of lemonade. Many people do not like asking for that. Let us have a lower alcoholic content of beer. Even though it is said that it changes the taste, I do not think that it changes the taste very much. After all, our beer is supposed to have one of the highest alcoholic contents of any in the world.

Mr. Warner: They're the ones that are home-made.

Mr. VAUGHAN: If we are genuinely concerned about doing something about these problems, let us look at the real problem. We should not have our eyes clouded by people who have a vested interest.

I firmly believe that we pay too much for our beer. The breweries perpetrate the oldest trick in the book. I have been monitoring the way in which they make their price increases. They lift the price of a large bottle of beer. The next time they increase the price of cans. Then the price of a 10-oz. beer goes up, followed by the price of a 7-oz. beer. The breweries keep see-sawing until eventually all of the prices have been increased. They keep nibbling away at it all the time. The Government is making a fortune in revenue out of licence fees. Last financial year it received $24,000,000. This is one of the reasons why the Government is reluctant to move in this area.

I accuse the Government of gross hypocrisy in regard to bowls clubs and golf clubs. It is blatantly discriminating against the members of those clubs. It is shocking that their members, who, on most occasions, are participants in the games played at the clubs, cannot purchase one or two bottles of beer to take home. These clubs have elderly women as members. They play, for instance, a game of bowls and have a couple of beers, but they cannot take a bottle home. If a male member of one of these clubs wants to take beer home, he has to get in his car, drive to a local hotel and then drive home. As he would have had a couple of beers before leaving his club, he would be under the influence of alcohol to some extent. I realise that I am whistling in the dark on this matter but, like the previous speaker, I want to go on record on this point and, also like him, I will not let up. It is gross hypocrisy on the part of the Government.

Mr. Davis interjected.

Mr. VAUGHAN: I said last year, in the debate on the Estimates for the Department of Justice, that this is one issue on which there should be a march.

(Time expired.)

Mr. BISHOP (Surfers Paradise) (11.33 p.m.): I am grateful to have the opportunity, even at this late hour, to speak to the motion to introduce a Bill to amend the Liquor Act. As members are well aware, I have taken a particular interest in this legislation. Many of the proposals contained in the Bill are ones that I have been speaking about both before and after becoming a member of Parliament.

I congratulate the Minister and the members of his Justice committee for the considerable time and work that has gone into the preparation of this legislation. I am sure that the Minister will agree that it was not by any means easy to reach the present stage. It is a tribute to his efforts that we have been able to reach it.

The honourable member for Nudgee made one or two very valid points. It is true that the hotel lobby is very significant in this State. In my view it was quite unfair of the honourable member to criticise the Premier when, in fact, he has been very helpful. I should like to place on record that the Premier has been of considerable assistance in the presentation of this legislation. Without his assistance the Bill would perhaps not be in the form in which it will be presented to the Assembly tomorrow.

One of the most important aspects of the legislation, of course, is that pertaining to the tourist industry. It is a recognition of the requests of all members who have spoken on this subject during previous tourist industry debates. It is one of the first signs of recognition that tourism is a seven-day-a-week business. No longer does the tourist

industry shut at certain hours or on certain days of the week. I think the aim of those aspects of the Bill affecting the tourist industry is to create a more civilised set of conditions for those who wish to engage in this type of activity.

I know that there are certain members, certainly on this side of the Chamber, who have attitudes towards the consumption of liquor with which I do not agree but which I respect. However, I do not believe that just because one supports a more civilised and relaxed approach to certain aspects of liquor consumption one is necessarily reducing the State to a condition of alcoholism. In fact, all indications are to the contrary. I think it has been shown that the reforms to the Liquor Act that this Government has carried out over the years have led to a better attitude to the consumption of liquor, but I agree that the hotel lobby is self-defeating in being so adamant in its opposition to take-away liquor sales in golf and bowls clubs.

Mr. Davis: Your idea is that the more grog that is drunk, the better. It is self-generating, like ice cream.

Mr. BISHOP: That is not what I said at all. I suggest that the honourable member continue chewing his lolly while relaxing on his bench listening to the debate, or he will only get himself into a sticky mess.

It is true that the hotel lobby has prevented the introduction of take-away liquor sales in golf and bowls clubs and I believe that this is to be regretted. I have no wish to destroy the hotel industry and I recognise that the Government has over the years imposed certain conditions on the industry that it does not impose on golf and bowls clubs. But I believe that in time this concession will come and that the hotel lobby will find that hotels are not put out of business.

I did say that these reforms will allow for greater entertainment facilities for tourist areas. These days tourism, as we all know, is an extremely competitive business, and the tourist needs to have available to him as many facilities as possible. It seems incomprehensible that a restaurant such as Ian Orton's Music Hall in Surfers Paradise, which is the quintessence of family-type entertainment, could not open its doors on a Sunday evening. Now it will be able to do so. I believe that not only will it assist the economy of Ian Orton's Music Hall, but also it will provide additional entertainment for tourists.

Public eating habits have undoubtedly changed over the years. Under this Bill, no longer will it be necessary for customers to have two substantial courses at a restaurant—one of which must be meat or fish—before they can get a drink. At present, we have the ridiculous situation where a vegetarian cannot have a drink at a restaurant.

Mr. Davis: For once I have to agree with you. This amendment is pretty fair.

Mr. BISHOP: Yes. It led to the unusual circumstance, for example, where people who had a banana and cheese pizza and fruit salad and ice cream at a Pizza Hut could not have a drink with their meal. It led to a series of unusual circumstances. It led to the situation where a person who wanted to open a vegetarian restaurant was not able to get a liquor licence. There were a number of inconsistencies.

Mr. Davis: This is not your best effort.

Mr. BISHOP: I have a sore throat. Also, I have been listening to the honourable member all day. But I have been grateful for his help.

One little-noticed aspect of the legislation will allow for the removal of permits for singing and dancing in hotel-restaurants and bistros. The Government has been charging a yearly fee of $575 just to allow people to sing and dance at a restaurant. It was quite an iniquitous tax, and I am pleased to see that it is being wiped out altogether.

Obviously, the most important aspects of the legislation relate to extending trading hours in restaurants, hotel dining rooms and bistros from 10 p.m. to midnight on Sundays, and to allowing cabarets to open from 7 p.m. to midnight on Sundays.

Mr. Davis: I regard Sunday as a special day.

Mr. BISHOP: On the Labour Day weekend the honourable member will be able to come down to the Gold Coast, have a night out on Sunday night and saddle up for his Labour Day march on Monday.

For some years we have had the incongruous situation where people have been able to sit around the swimming-pool of an hotel and partake of a little relaxing liquid refreshment, yet people have been unable to do the same thing around the swimming-pool of a motel that had a limited licence. This legislation will allow anybody staying at a motel that has a limited licence to relax around the pool and have a drink in comfort.

I believe that this legislation will provide a stimulus to the economy. In many respects it removes the suggestion that there are two types of people in the State. The fact that people can enjoy themselves at a bring-your-own restaurant till all hours has always been an unfair limitation on those who operate licensed restaurants.

The honourable member for Rockhampton mentioned cabarets and the nuisance that they create in Queensland. I think that some honourable members misunderstand the cabaret licence. In fact, there are only 15 cabaret licences in the whole of the State. Most of the nuisance occurs not in cabaret premises but in hotels that operate until midnight on week days. Therefore, I do not think that the honourable member for Rockhampton need have any fear about that aspect of the legislation.

Mr. Davis: How long to go? Seven minutes?

Mr. BISHOP: I am sure that the honourable member for Brisbane Central will appreciate that I have not long to go. I just wish to conclude, as I began, by congratulating the Minister for introducing the legislation.

Progress reported.

The House adjourned at 11.47 p.m.